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Died on 5th April, 1919,  
but his discovery of  
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# The China Mail.

ESTABLISHED 1845

March 30, 1920, Temperature 69.

Rainfall 0.00 inch.

Humidity 92.

March 30, 191, Temperature 65

No. 17,912.

二拜禮

號：三月三年十二百九千一英

HONGKONG, TUESDAY, MARCH 30, 1920.

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## TO-DAY'S CABLES.

(Reuter's Service to the China Mail.)

### GERMAN SITUATION.

BERLIN, March 24.

The Trade Unionists and Socialists have issued a manifesto recommending the workers and officials throughout Germany to resume work owing to the government's pledge to withdraw the troops from Berlin, to abolish martial law, and not to attack armed workmen, particularly in the Ruhr Region.

Meanwhile Reuter's Paris man states that German officers representing the Ebert government have arrived and interviewed Millerand, asking permission to send the governmental troops to the neutral zone to restore order. It is reliably stated that the Allies have decided to give the permission, coupled with necessary guarantees for the subsequent withdrawal of the German troops. A possible explanation of this conflicting information may be that the situation in Berlin has changed since the despatch of the Germans to Paris, causing the Ebert government to revoke the policy involving the sending of the troops to Ruhr. It is noteworthy in this connection that France is most anxious that order should be speedily restored at Ruhr as the continuation of her industries largely depends upon the coal therefrom.

LONDON, March 24.

While the Spartacists of Westphalia are having increasing successes, the Ebert government has come to terms with the parties of the Left at the cost of further sweeping concessions. A purely Socialist government will be formed, to re-establish order and hold the election, while the Reichswehr will be replaced by workmen's guards. Bauer goes to the Ruhr region to negotiate with the workmen there. The Reds claim to hold the line Dorsten-Halten, thus threatening to cut off the government troops at West.

BERLIN, March 24.

It is officially stated that von Luttwitz and Admiral von Trotha are arrested. Kapp and other ringleaders have disappeared, and arrest warrants have been issued for them. Their property is provisionally being seized, and their trial beginning in their absence.

COLOGNE, March 24.

The troops driven into the British lines at Solingen, as mentioned on March 17, have been interned at Dellbruch under a British guard.

PARIS, March 24.

Mayence reports that fighting has begun at Duisburg between the German insurgents and the Belgian occupying troops.

BERLIN, March 24.

Bauer telegraphed the communist committee at Hagen, Westphalia, promising to cease movement of troops if the Soviet government were definitely repudiated and constitutional authorities reinstated, if the workers would lay down their arms and work. Otherwise the government would be unable to obtain food from the Entente or from Holland.

BERLIN, March 24.

The communists in the western industrial regions are extending their operations towards the Dutch frontier with the object of securing food-stuffs which are most scarce. In return they offer coal. The Dutch authorities refuse to recognise the communists. Berlin remains quiet, except for scuffles in the working-class quarters where there is a food shortage. The railways are resuming to-morrow. The government has ordered the removal of all reactionary officers from the army.

PARIS, March 24.

The German military mission has arrived to request the Allies to authorise the German government to despatch 108,000 troops to police to Ruhr. A semi-official announcement on this subject that such despatch is unnecessary since normal conditions are being restored under the workmen's councils. Moreover, it is more likely to revive the conflict than otherwise.

### HOME MINERS BALLOTING.

LONDON, March 24.

The miners' federation has advised the government of the rejection of the latter's offer and offered to re-open negotiations with the Cabinet. Mr. Lloyd George replied that the government had no further communication to make to the federation, consequently they are arranging for a ballot of the miners on the question of a strike in all the coalfields. It is expected that the result of this ballot will not be known before Easter.

LONDON, March 24.

The miners' federation has confirmed the executive's rejection of the government offer to increase the daily wages of men by eightpence and of boys by sixpence, with alternatively a twenty per cent. increase on the gross wages on the Sankey pre-war rate. The executive was instructed to renew the present demand.

### LINCOLNSHIRE HANDICAP.

LONDON, March 24.

The Lincolnshire handicap was won by Furious at 33 to 1. Scotwell was second, at 20 to 1. Monteth, starting at 9 to 1, finished third; 29 ran. Three lengths and half a length divided them respectively.

### GENERAL RAILWAY STRIKE IN SPAIN.

MADRID, March 24.

A general railway strike has begun throughout Spain. Hitherto there have been no disturbances.

### MRS. HUMPHREY WARD DEAD.

LONDON, March 24.

Mrs. Humphrey Ward, author of "Robert Elsmere," and much other popular fiction, has died at the age of 69. She was a grand-daughter of Dr. Arnold of Rugby, and was born in Tasmania. Her home was at Tring.

### GUN SALUTES.

Returned soldiers in Perth, Western Australia, are incensed because a salute of guns for the new Governor was not reduced in force as much as promised. Mr. Knowles, secretary of the Returned Soldiers' Association, said: "We were promised from Melbourne that the salute would not be harmful to shellshocked soldiers, but if orders for reduced strength were given they were not carried out. We have seen the firing of a salute."

Indisputable evidence of the harm caused by the salute. One soldier working in St. George's Terrace, who suffered from their shock, was completely thrown off his balance. He behaved in a strange manner, and would not be content until he had locked himself in a strongroom. Another collapsed immediately after the firing commenced, and was not normal for the rest of the day. Further similar instances could be quoted. The promise given to be shellshocked soldiers, but if orders for reduced strength were given they were not carried out. We have seen the firing of a salute."

## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

### THE UNREST IN GERMANY.

BRUSSELS, March 23rd.

A Telegram from Aix-la-Chapelle confirms that all towns and important points on the Ruhr are guarded by armed workmen. Governmental troops, numbering 30,000 to 35,000, have been withdrawn to the left bank of the Ruhr, and are now concentrated around Wesel. The approaching army of Communists outnumber the Governmental troops by four to one. It is reported that a battle is in progress.

BRUSSELS, March 23rd.

The city is resuming its normal condition. The railways and shops have been resumed, and the shops re-opened. A violent Spartacist attack on the Town Hall at Quousch was beaten off by the troops who retook the railway. Very heavy losses were sustained on both sides. The Governmental troops have recaptured Halle after two days' artillery firing.

COPTENHAGEN, March 23rd.

Newspaper reports from Berlin say that the Communists of Westphalia have formed an army of at least 10,000 men, equipped with machine guns and armoured cars. They already hold a dozen small industrial towns.

COPTENHAGEN, March 23rd.

A message from Hamburg states that Admiral Meurer has been released. The naval men at Kiel, who arrested their officers, demand to choose their own officers, otherwise they will disband. As the Defence Minister has ordered the units of the forces to be kept together under all circumstances the demand will be granted. Meanwhile, the Navy has placed itself at the disposal of the Government, if necessary, to combat the revolt of the Left Spartacists.

A message from Essen says that the Revolutionary Council claims that the revolutionists hold the entire industrial region, and a Red Army, of fifty thousand, is victoriously approaching Wesel where is the last remnant of the Regular troops.

BRUSSELS, March 23rd.

Heavy fighting between the Regulars and the insurgents has taken place to the north of Spandau. Regulars bombarded the village of Henningsdorf, and drove out a strong band of insurgents after a violent house to house fighting. Many insurgent casualties are reported. Violent fighting also took place at Adersdorf, near Potsdam. Troops advanced as far as Koepenick where they restored order.

BERLIN, March 23rd.

Herr Ebert has accepted Herr Noske's resignation which is due to pressure from the workers and also to his failure to nip the Kapp plot in the bud.

LATER.

Noske has resigned and the Independent Socialists have demanded the formation of a Labour Cabinet.

### DEMONSTRATION AT CORK FUNERAL.

LONDON, March 23rd.

The funeral of the Lord Mayor of Cork was attended with the most remarkable scenes. All the police and military were withdrawn from the streets, and 8,000 Sinn Fein Volunteers, wearing Republican uniforms, and 300 priests headed the two-mile long procession. All denominations were represented, and work was suspended in many towns. A detachment of troops was mobbed by a crowd in Dublin. The troops replied with a volley, killing two and wounding several.

### ARGYLLSHIRE BY-ELECTION.

LONDON, March 23rd.

In the Argyllshire by-election, necessitated by the appointment of Sir W. Sutherland as Junior Lord of the Treasury, the result was:—  
Sir W. SUTHERLAND (Coalition Liberal) ..... 10,187  
The Rev. MARGARET MACCULL (Labour) ..... 5,498  
Co. Liberal Majority ..... 4,689

[In the last Election, Sir W. Sutherland, for sometime Private Secretary to Mr. Lloyd George, had secured 11,970 votes as against 2,783 given to the Labour candidate, Mr. L. MacNeill Weir.]

### CANADIAN NAVAL MYSTERY.

OTTAWA, March 23rd.

A semi-official statement confirms the statement that the Government has decided not to proceed with Lord Jellicoe's programme; consequently, it demolishes the nucleus of the crews, dismantling the dockyards. The Naval College refuses Britain's offer of warships.

### REVIVING THE HAMBURG AMERIKA.

NEW YORK, March 23rd.

The American Steamship Owners' Association has passed a resolution, unanimously, opposing the allocation of 120 American-owned ships to the Hamburg Amerika Company's routes in accordance with the recent vote of the Senate Commerce Commission.

The resolution mentions the report that the Hamburg Amerika Line is trying to obtain an agency for American ships which will be operated so as to re-establish the Hamburg Amerika's business throughout the world.

### SENSATIONAL SINGAPORE DIVORCE.

LONDON, March 23rd.

In the Divorce Court a decree nisi was granted to Mrs. Jessie Winifred Niblett on the ground of bigamy and adultery of her husband Mr. William Charles Niblett, a barrister, formerly of Singapore. Counsel for the petitioner who is insane and prevented her appearance through illness, stated that soon after the couple arrived at Singapore the petitioner discovered that her husband had resumed relations with his former mistress. She returned to England and subsequently developed suicidal tendencies, and was admitted into an asylum.

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**\$10.00 CALCULATOR**

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**BREEZY GARAGE,**  
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Hongkong, March 29, 1920.

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THE Undersigned has received in-  
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TUESDAY, the 18th May, 1920,

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as she now lies in the Menam River,

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1457 tons gross Reg.

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1800 tons deadweight capacity on

17 feet mean draft. Speed 10 knots.

This Steamer went ashore in the

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## NOTICE TO CONSIGNEES.

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SINGAPORE.

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being landed at their risk into the Go-  
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at Kowloon, whence and/or from the  
wharves delivery may be obtained.

Optional Cargo will be forwarded  
unless notice to the contrary be given  
before.

No claims will be admitted after the  
Goods have left the Godowns, and all  
Goods remaining undelivered after the  
1st prox. will be subject to rent.

All claims against the steamer must  
be presented to the Underwriter on or  
before the 15th prox. or they will  
not be recognized.

All broken, shifted and damaged  
Goods are to be left in the Godowns  
where they will be examined on the  
1st prox. at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned  
by

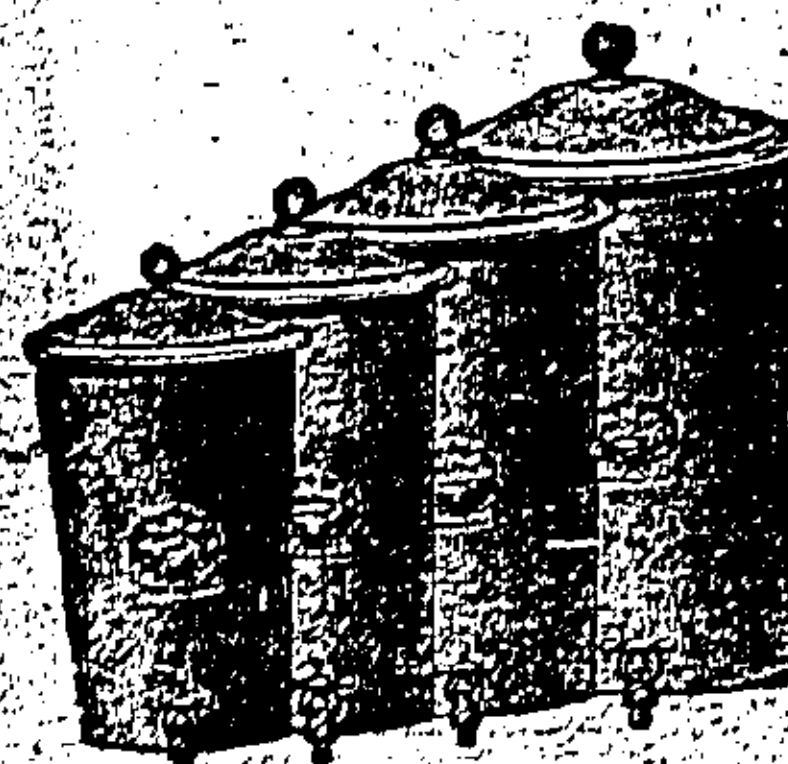
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Agents.

Hongkong, March 24, 1920.

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a large assortment of  
FILTERS

1, 2 Gallons up to 4 gallons



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When there are diseases prevalent in  
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Mothers a lot of trouble. To avoid  
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Opposite a Hongkong Hotel.

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Hongkong, March 30, 1920.

THE NEW FRENCH REMEDY,  
THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.

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TOBACCO  
AND  
CIGARETTES

ALSO  
**"CAPSTAN"**  
Mixture

**W.D. & H.O. WILLS**  
Bristol and London.

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

THE GREAT COTTON  
BOOM.IS LANCASTHIRE A MODERN-EL  
DORADO?

[By Sir CHARLES W. MACARA.]

The great boom in the cotton in-  
dustry of Lancashire has led to the  
sale, and in some cases the resale,  
of many of the largest mills in the trade.The prices paid have been very high,  
and the mills are now being refitted.A fear has been expressed in some  
quarters that owing to inflation of  
values the industry is in danger of  
being ruined. Sir Charles W. Macara,  
who is recognised as one of the great-  
est cotton experts in the world, states  
in the following article some of the  
causes of the boom, and expresses the  
opinion that properly controlled, even  
at the enhanced values, the Lancashire  
cotton industry has before it a period  
of great prosperity.To-day is a modern El Dorado, where  
thousands of people of lowly position  
are daily reaching a condition of  
affluence as the result of the great  
cotton trade boom. Certainly large  
fortunes have recently been made in  
the cotton trade; and in the advan-  
tages of this boom I hope many of the  
working class have shared; but the  
public at large has only a very hazy  
idea of what has brought about the boom.The boom is nothing more nor less  
than a re-valuation of cotton mills.  
Owing to circumstances I shall refer  
to later, many of the Lancashire cot-  
ton mills have been sold at greatly  
enhanced values, but it is altogether  
erroneous to say they have been sold  
at many times their value.I do not approve of the methods  
that have been in vogue in the past  
where the ordinary share capital of a  
concern is a small proportion only of  
the capital required to run the busi-  
ness. In good times this may be an  
advantage, but in times of adversity,  
which come to all industries, it may  
mean the wiping out of the ordinary  
shareholder to pay the loan holder.

THE MEN WHO PROFIT.

In this great change which is taking  
place in the valuation of mills the  
whole of the enhanced values go to  
the ordinary shareholders; and it is  
obvious that the smaller the amount  
of share capital the greater is the  
amount of profit realised by the share-  
holders. It is, however, erroneous  
to say the mills have been sold at  
many times their value. The debenture  
and loan holders get nothing at all  
out of the increased valuation.To understand the position correct-  
ly one must remember that the bulk  
of the cotton machinery of the world  
has been supplied by Lancashire  
makers. The last returns of the  
International Cotton Federation, the  
year before the outbreak of warshowed that there were 144,000,000  
spindles in the twenty-one cotton  
manufacturing countries of the world.Since that time there has been very  
little extension of this machinery. A  
considerable amount has been destroyed  
and broken up, especially in Bel-  
gium, Northern France, Russia, etc.In addition to this the mills in  
enemy countries have been unable to  
run on account of the lack of raw  
material. Every one knows that mills  
standing idle for any considerable time  
deteriorate rapidly, and will require a  
great deal of work before they can be  
restarted. In normal times 5 per cent.  
depreciation was written off, but in  
the majority of cases this amount was  
usually repeated.

THE RAVAGES OF WAR.

On this basis alone the industry  
throughout the world is at least  
25,000,000 to 30,000,000 spindles  
behind what would have been renew-  
ed had not the war occurred, and this  
does not take account of the machin-  
ery destroyed in the seats of war.The textile machinery makers are  
inundated with orders, but it will be  
a comparatively slow process to get  
back to the pre-war rate of produc-  
tion. These factors have been brought  
about by the great rise in wages and  
the cost of everything that enters into  
the production of textile machinery  
and buildings. I estimate that the cost  
of machinery alone is from 250 per  
cent. to 300 per cent. above pre-war  
prices.The recent reduction of the hours  
of running mills in England from  
fifty-five and a half to forty-eight per  
week—and a reduction will follow in  
other countries—means that the ex-  
tensions of cotton machinery during  
ten years before the war are to a  
large extent nullified.Stocks of cotton goods everywhere  
are extremely low, and the Lancashire  
cotton trade is a principal factor in  
supplying clothing to the world.

COTTON TRADE PROFITS.

Recently speculators have rushed  
up the market values of mills as if  
the present conditions were not excep-  
tional. But the profits in the cotton  
industry, taken over a long period,  
have only been moderate in compari-  
son with those made in other impor-  
tant industries. Of all British indus-  
tries, the cotton industry has been the  
most seriously affected by the war.This could not be otherwise, with  
an industry that has to import all its  
raw material and export three-fourths  
of its manufactured goods.However, as a result of the work  
of the Control Board in 1918 large  
profits were made, of which 80 per  
cent. went to the Government as an  
"excess profits" tax, and for 1919 40  
per cent. will be taken in the same  
way, while 30 per cent. of what is  
left goes in income tax.At the values remained at pre-war  
rates mill owners would not be allowed  
to depreciate at a figure which would  
allow for renewals and repairs at pre-

sent rates, and it is absolutely neces-  
sary to raise the value to something  
like present cost of renewals, etc.  
It is a bad business policy to depreciate  
at a much lower figure than you can  
renew.

I say again, with all the emphasis  
I can put into it, it must not be  
assumed that all capital invested in  
the industry has shared in the en-  
hanced values. Debenture and loan  
holders represent a large portion of  
the capital invested, but these have  
not participated in the increased value  
of the ordinary share capital. Many  
of those who have participated have  
only reaped after many years of wait-  
ing and facing enormous risks. In  
fair and foul weather, after periods of  
great disappointment, they have at  
last realised something tangible.

FOREIGN COMPETITION BOGEY.

Much is being written of the dan-  
gers to be met from the competition  
of Japan and United States. Before  
the war the cost of putting down mills  
in these two countries was double the  
cost of those put down in England.Japan has been spinning and weav-  
ing cotton goods for at least sixty-five  
years with machinery supplied by  
England and after all these years had  
only 2,000,000 spindles when war  
broke out. During the war they  
managed to increase the number to  
3,000,000, and this at a time when  
half of the machinery of England was  
at a standstill.If the mills of Japan work double  
time it will be seen that the fixed  
charges are much greater than in  
England.I admit that at present Japanese  
labour is cheaper than that obtained  
in Lancashire, but as a larger number  
of operatives are required in Japan to  
produce the work of one operative in  
Lancashire this advantage is very  
small. The world-wide movement for  
better labour conditions will affect  
Japan, as it will also affect other  
countries.

(Continued on Page 3)

## WAS SICKLY FROM BIRTH.

Baby's Own Tablets Used With  
Wonderful Results."I wish every woman knew how good  
Baby's Own Tablets are, then there  
would be fewer sick children," writes  
Mrs. A. E. Waite, of 1207 Fremont  
Avenue, North Minneapolis, U.S.A.Her letter continues: "My baby was  
sickly from birth and the benefit that  
the Tablets have afforded is simply  
wonderful. They do all that is claimed  
for them, and more, and I would not be  
without them for anything."Many other mothers write in the same  
way telling how Baby's Own Tablets  
cured their infants and young children  
of indigestion, colic, flatulency, constipation,  
cough, wind, vomiting, diarrhoea and  
teething troubles. These Tablets are  
obtainable from chemists or post free at  
60 cents the six from Dr. Williams  
Medicine Co., 205 N. 2nd St., Bangor,  
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High Class English Jewellery.

## HEALTH against SICKNESS.

By taking our "ROOSTER BRAND" MACARONI, PASTE STARS,  
EGG-NIDLES, VERMICELLI, or other kinds of Soup Stuffs REGULARLY  
you will have no complaint of any kind of sickness as all our Products being  
manufactured from Flour of the Best Quality and under the most sanitary  
Method can be easily digested and give you GOOD HEALTH & STRENGTH.  
Large quantities have been exported to various parts of the World.  
Your esteemed Orders will receive our prompt and careful attention.  
Terms moderate, especially for Agencies.

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and Shanghai, No. 71, North Soochow Road.

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families on application to

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Two Poached Eggs and Fillet of Finnan Haddock.

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ION ORHAM  
PARLOUR  
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Fudge, Swiss, Vanilla, Caramel,  
Milk, etc., etc.  
Handmade American Chocolate  
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Handmade French and Swiss  
Chocolate, etc., etc.  
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TANG YUK, Director.  
Manager to  
the late SING TING,  
14, D'ARCY STREET.  
TERMS VERY MODERATE.  
Consultation free.

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G. MOUSSET  
15, HARRISON HILL ROAD





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A. & C. 4th & 5th Editions.  
A 1 Telegraphic Code.

Telegraphic Address  
"HONGKONG" HONGKONG.

## PUBLIC AUCTIONS

THE Undersigned have received instructions to sell by Public Auction,  
(ON ACCOUNT OF THE CONCERNED),

## WEDNESDAY,

March 31, 1920, at 5.00 p.m.,  
10.30 a.m., at their Sales Rooms,  
No. 8 Des Voeux Road, Corner  
of Ice House Street,  
A Collection of  
Genuine Postage Stamps.

Consisting of—  
A fine selection of War Stamps of  
British Colonies and New Europe, rare  
Ceylon, New Zealand,  
etc., etc., etc.  
On view from Friday, 26th March,  
1920.

Terms:—Cash.  
HUGHES & HOUGH,  
Hongkong, March 29, 1920.

THE Undersigned have received instructions from MAJOR GENERAL  
KELLY, to sell by Public Auction,

## MONDAY,

the 12th April, 1920, at 2.30 p.m., at  
HEAD QUARTER HOUSE,  
THE WIDE OF THE  
Valuable Household Furniture,  
etc., etc., etc.,  
therein contained.

consisting of—  
HALL—Hallstand, side and Card  
tables, Clock, Chinese gong, etc.  
Drawing Room—Blackwood Cabinets,  
Tables, Stools and Flower stands,  
Sofas and chairs, Water colours, Standard  
lamps, Chinese vases, Carpet,  
Curtains, etc., etc., and one ARVO PIANO  
by Steck with about 150 rolls music.

Dining Room—Extension Dining  
Table and Chairs, Sideboard, Dinner  
Waggon, DINNER SERVICE & a large  
quantity of GLASSWARE and CHINAWARE,  
Curtains, Screens and several JAPANESE  
Water Colours and a quantity of S.P.  
WARE.

Billiard Room—One Billiard Table  
by Stevens & Co., together with all  
accessories, chairs, pictures, etc.  
Study—Bookcase, Writing tables,  
Barograph, etc.

Bed Rooms—Double & Single Bed-  
mounted Beds, Camphorwood Ward-  
robes and Chest of Drawers, Towel  
racks, Linen baskets, Toilet crockery,  
etc., etc.

Out-Buildings, Gardens and Cook-  
house—Several Rickshaws, Lawn  
mowers, Tennis nets and poles, Bad-  
minton and Croquet sets, Stove and  
cooking utensils, etc.  
And

A large number of Pots of Plants.  
Catalogue will be issued.  
On view from Saturday, the 10th  
April.

Terms:—Cash.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, March 29, 1920.

## FOR SALE.

THE Undersigned have received instructions to sell  
(ON ACCOUNT OF THE CONCERNED),  
The Yacht

## "ERIN"

as she now lies off Ah King's Slipway.  
Further particulars and inspecting  
orders may be obtained from the under-  
signed.

Terms:—Cash.  
HUGHES & HOUGH,  
Auctioneers,  
Hongkong, March 29, 1920.

## A COMPLETE AERATED WATER PLANT FOR SALE.

The Machines are made by Messrs.  
Brady & Hinchliff, Ltd., Manchester,  
and guaranteed in perfect  
working order. This complete plant  
will turn out 2,400 dozen aerated  
water per day.  
KWONG HANG HONG LTD.,  
P.O. Box 370, Hongkong.

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Japanese Photographers.  
All kinds of Photographs Work done  
in latest styles also Passport Photos.

Developing and Printing for  
Amateurs a Speciality.  
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Tel. 254.

## INTIMATIONS.

THE PHOENIX CLUB, LIMITED.

NOTICE IS HEREBY GIVEN that the THIRTEENTH ANNUAL  
ORDINARY GENERAL MEETING of the  
Phoenix Club, Limited, will be  
held in the Club Rooms, King's Building,  
TO-MORROW (WEDNESDAY),  
the 31st March, 1920, at 6.15 p.m.  
By Order of the Committee,  
J. A. TARRANT,  
Hon. Secretary,  
Hongkong, March 29, 1920.

HONGKONG HOTEL COMPANY,  
LIMITED.

NOTICE IS HEREBY GIVEN  
that the ORDINARY YEARLY  
MEETING of the Shareholders will be  
held at the Company's Hotel, Hong-  
kong, on WEDNESDAY, 7th April,  
1920, at Noon, for the purpose of re-  
ceiving the Report of the Board of  
Directors together with a Statement of  
Accounts for the Year ending 31st  
December, 1919.

The REGISTER OF SHARES of the  
Company will be CLOSED from  
THURSDAY, 1st April to WEDNES-  
DAY, 7th April, 1920, (both days in-  
clusive) during which period no  
transfer of shares can be registered.

By Order of the Board of Directors,  
J. H. TAGGART,  
Manager and Secretary,  
Hongkong, March 28, 1920.

HONGKONG GENERAL CHAMBER  
OF COMMERCE.

CHINESE LANGUAGE SCHOOL.

A NEW CLASS for "BEGINNERS"  
will commence on MONDAY,  
5th April, 1920, if sufficient support be  
forthcoming.

Application for enrolment and en-  
quiries regarding hours of School, Fees,  
etc., should be made to the undersigned  
as early as possible.

By Order,  
E. A. M. WILLIAMS,  
Secretary,  
Hongkong, March 15, 1920.

SAINT JOHN'S CATHEDRAL.

EASTER FESTIVAL.

A Special

SERVICE FOR CHILDREN

will be held on EASTER SUNDAY,  
at 3.30 p.m., to which ALL Children  
are invited.

ST. JOHN'S CATHEDRAL

GOOD FRIDAY

ORATORIO SELECTIONS

at

9.15 P.M.

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Every additional 5 words 4 Cents.

## TO LET.

TO LET—A SHOP in Nathan Road,  
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Apply to Humphreys Estate & Finance  
Co., Ltd., Alexandre Buildings.

## DEAFNESS

AND NOISE IN THE EARS.

Scarcely a day passes without some  
sufferer from deafness or noise in the  
ears, coming to the aid of the  
"Oriental" Co., Station Rd. Oroydon, Eng.  
Any good class Druggist can obtain this remedy  
in your name or it can be obtained direct from  
us upon receipt of cost.

## RUB IT IN.

A good many people think rheumatism  
cannot be cured without taking  
narcotic medicine. Chamberlain's Pain  
Balm, however, thoroughly into the skin  
has cured far more rheumatism than any  
internal remedy in existence and gives  
relief quicker. For sale by all Chemists  
and Druggists.

## 1920 CATALOGUE No. 92

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Our 500-page, profusely illustrated catalog  
of General Merchandise, Foodstuffs and  
Machinery is now ready.



The general increase in price of all  
merchandise makes it more than ever  
desirable to exercise the greatest care  
in buying. A comparison of our prices  
with those of other catalogues will show  
that we offer a worth-while saving.

## Everything You Want

In the new catalogue you will find  
illustrated, described and priced, prac-  
tically everything you want for the  
HOME, OFFICE, FARM, SCHOOL or  
HOSPITAL.  
Groceries, Dry Goods, Clothing, Furni-  
ture, Electric and Sporting Goods, Gas  
Engines, Auto Supplies, Bicycles,  
Farm Implements, etc., etc.

## New Shanghai Office

To render more efficient service  
to our many customers in China  
and take proper care of the rapidly  
growing business, we have rented  
offices and sample rooms in the new  
INTERNATIONAL Y.M.C.A. BLDG.,  
SHANGHAI, which will be occupied  
about April 1, 1920.

Temporary office has been opened at  
No. 12, Nanking Road, Shanghai.

For free copy of our new Catalogue, apply to  
MONTGOMERY WARD & CO.,  
12, Nanking Road, SHANGHAI.

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We guarantee that any merchandise purchased  
from us will be found upon arrival to be exactly  
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of the Naval Code.

—Say "NO" when  
offered IMITATIONS  
of Lea & Perrins'  
Sauce.

To distinguish the original and  
genuine Worcestershire Sauce  
from the many imitations, see  
that the signature of LEA & PERRINS  
appears in White across the Red  
label on every Bottle.



COMFORT—that pleasant, soothing feeling that comes over one, is  
superinduced by good fitting clothing. If the main suspension should  
be out of alignment, it will jar that even repose. Wear Shirley  
President Bras, they are the main suspension of the clothing.  
Millions of satisfied wearers the world over.  
Guaranteed by the makers.

For Sale By Good Dealers Everywhere.

## PRESIDENT SUSPENDER COMPANY.

Shirley, Mass., U. S. A. Established in 1876.

Cable Address: EDGARTON

Western Union, A.B.C. Fifth Edition and Bentley's Code.

## THE GR EAG TOTINO BOOM.

(Continued from Page 2.)

It is obvious that the day is far  
distant when Japan will be a serious  
menace to Lancashire, and even the  
United States cannot equip and man  
sufficient new mills in the immediate  
future to cause alarm here. Factories  
cannot be erected except at im-  
mense enhanced values, even if the  
machinery was available, which it is  
not; and even if the machinery were  
available they have not the labour to  
run it. Before the war the United  
States was only able to export 5 per  
cent. of cotton fabrics, and the great  
population there requires large sup-  
plies of cotton goods.

A WARNING TO LANCASHIRE.  
In some quarters this expansion in  
the values of many cotton mills has  
been condemned as likely to be in-  
jurious to the trade. I do not think  
there has been any inflation of values.

The boom, with the transfer of  
mills, has been a natural sequence to  
the conditions set forth. However,  
as one who can reasonably claim to  
have the welfare of the industry at  
heart, I should like to utter a word  
of warning to the Lancashire people.

Do not allow the industry to fall  
into the hands of outside speculators.  
Your industry has been built up by  
men of great commercial ability, men  
who whilst they had to have regard  
to the financial side of the question  
had a genuine regard for the welfare  
of the industry. They led, and were  
proud to lead.

Do not hand over the reins to out-  
side financiers whose operations on  
the turf and in other speculative en-  
terprises are their only claim to public  
notoriety. Gambler's noted for their  
manipulations in finance play no use-  
ful part in the carrying on of industry.

But are, on the contrary, a continual  
source of anxiety to every one legiti-  
mately engaged in it. Your industry  
is worthy of the best men that you can  
put in it. See to it that the mills are  
controlled by the men who will put  
their best in it.

To the operatives I would say "in-  
vest part of your savings in shares in  
the mills in which you are employed."  
WORKERS SHOULD SHARE.

Hitherto these savings in many  
cases have been invested in loans and,  
although this has been invested in the  
past, I would rather you now take  
a more direct interest, by becoming  
shareholders in the mills. You will  
thus share in the present prosperity of  
the trade, and realise what is neces-  
sary to maintain this prosperity.

I have had great opportunities of  
surveying the cotton industry of the  
world for many years, and I think the  
foregoing views can only lead to one  
conclusion—i.e., that if the industry  
is allowed to manage its own affairs,  
a sanguine view of the future may be  
taken. The business, however, must  
be managed by men who know the  
alpha and omega of the trade, and  
interference from professional poli-  
ticians, lawyers and speculators must  
be discouraged.

More than that is needed to reap in  
full the advantages of the boom.

The best of relationship must exist  
between employer and employee. The  
time has gone when operatives can be  
looked upon as "hands." They are  
essential to the maintenance of a great  
industry. They must be assured that  
their interests are bound up in the  
prosperity of the trade. The employ-  
ers must recognise the rights of the  
workers. The workers must realise  
that there are two sides to every ques-  
tion. With a harmonious blending of  
the interests of both sides the industry  
will go forward to greater prosperity  
than has been enjoyed in the past.  
Foreign competition can then come,  
but Lancashire will be prepared to  
meet it.

## NEW RACE OF HAWKERS.

WORK FOR EX-SERVICE MEN.

Wearing armbands inscribed,  
"Federation" and carrying trays with  
the legend "Soldiers' and Sailors'  
Self-Support Society," a new race of  
hawkers will make their appearance  
on the London streets shortly.

The scheme has been prepared by  
Commander Peile, R.N. (invalided) and  
Captain Blackwood, late R.A.F.,  
who are in partnership at 17, Fen-  
church Street.

In a statement made in the Daily  
Chronicle they explain that ex-Servicemen,  
recommended by their associa-  
tions, will on application be furnished  
with a selection of articles, such as  
socks, ties, razors, knives, and braces,  
of a quality suitable for each locality  
to be sold at prices below those now  
charged for similar articles in shops.  
The men only have to provide a  
peddling licence, and will participate  
on a profit-sharing basis.

"The scheme," the partners state,  
"is actually in working order, and a  
large number of men will be equipped  
and allotted beats in the West-End,  
South London, and at busy centres.  
The end aimed at is that each man  
should be enabled to earn at least 2s.  
per week."

It is hoped to extend the scheme  
to all the large towns throughout the  
country, and out of their share of pro-  
fits, the partners propose to devote a  
percentage to the establishment of a  
sickness and accident insurance for  
whole-time men.

## NOTICES.

THE MOTOR UNION INSURANCE COMPANY, LIMITED.

THE UNITED BRITISH INSURANCE COMPANY, LIMITED.

FIRE, MARINE, LIFE AND MOTOR ACCIDENT.

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## THE HOTEL ASIA

WEST BUND, CANTON.

The highest building in Canton affording a  
panoramic bird's eye view of the whole  
city and suburbs.

Large and airy rooms, Elevators, Electric Lights and Fans installed.

Hot and cold water service fitted, Excellent Cuisine, Bar and Billiard  
room, Roof Garden, Cinematograph Theatre and every modern  
convenience provided.

Special monthly and family rates can be  
arranged on application to—

THE SUN CO., LTD.,  
Proprietors.

## Noble's VALIE IS WORLD FAMOUS

Famous, not only in  
the Old Country, but throughout  
the World, are the superb values  
obtainable from John Noble's.

You should send to-day for the won-  
derful 68 page Catalogue, giving full  
particulars and hundreds of illustrations  
of the very latest styles in Women's, Men's and  
Children's Wear, Dress Materials, Footwear  
and all kinds of Household Requirements,  
such as Linens, Sheetings, Curtains, Bedding,  
Cnifery, etc.

Buy all such goods direct from England—  
from Noble's! the actual manufacturers, and  
thus save middle profits. Everything offered  
you by Noble's will give you extreme satis-  
faction in quality of material, design, work-  
manship and price.

To save writing to England in the first place, copies  
of John Noble's Catalogue may be obtained, post  
free from the "Hong Kong Daily Press," Hong Kong.

PATTERNS John Noble, Ltd., will gladly send  
a splendid selection of patterns of  
dress materials, post free, on application to Manchester.

REMITTANCES (in full) should where-  
ever possible be sent  
by Money Order, or by Bank Draft, payable at sight, on  
London or Manchester.

JOHN NOBLE, Ltd., Manchester, Eng.

These Cigarettes are made of selected MUD  
leaf tobacco and quite harmless to those  
who are accustomed to inhale.

## NANYANG BROTHERS TOBACCO CO.

165, Des Voeux Road, Hongkong.

THE GLOBE

THE REVENUE

20

MANUFACTURED BY  
CANTON NANYANG BROS. CO.

六 國 香 煙 仰 光 煙 九 天 香 煙

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五 四 牌 香 煙 萬 國 香 煙 萬 國 香 煙

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# ROBERT PORTER & SON'S BULL DOG BRAND GUINNESS' STOUT

PINTS per case of 8 dozen \$30.  
per dozen \$3.80  
SPLITS per case of 12 dozen \$32.  
per dozen \$2.75

SOLE AGENTS—  
**A. S. WATSON & CO., LTD.,**  
WINE AND SPIRIT MERCHANTS.  
HONGKONG.  
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**Wm. Powell Ltd.**  
TELEPHONE 346

## Unrivalled selection of LADIES WHITE SHOES

Canvas, Suede, Kid, Buckskin

Prices from \$4.75 upwards

### The China Mail.

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, TUESDAY, MARCH 30, 1920.

#### FOOD FOR BABES.

In the "Orders of the Day" for to-day's meeting of the Sanitary Board, we observe that a Rural Inspector is to be authorized to enter premises and inspect or seize unwholesome food. We hope he will be permitted to use his commonsense, and not be encouraged to bring "cases" for his own kudos or for the enrichment of the Government coffers. We have in mind a case in which a Chinese at one of the outer villages was punished for selling food "damaged by fire," which (one might fairly argue) is the fate of most of the food we eat. We have, of course, no love for the scoundrel who is willing to make a profit by selling unwholesome food to those whose poverty may tempt them to that mistaken form of economy; but we have a very genuine sympathy for the extremely poor, we know how faddy and foolish some of our sanitary experts can be, and we know that healthy and hungry people can eat and digest and thrive on much that these experts would fastidiously condemn. They are not even consistent. They do not worry about the decayed game that well-to-do people eat. "We ourselves prefer our snipe to be practically rotten, and it has never hurt us yet; but a poor Chinaman, purveying a duck in similar condition, would probably be treated as a criminal. We also happen to distrust most of the modern hygienic experts, not only as to their knowledge (which is theoretical, and frequently dictated by fashion) but also as to their good faith, which (like Einstein's stellar ray) can be bent in passing. For a case in point let us direct your attention to some recent antics by the Ministry of Health at Home. For years they and their myrmidons have been making the lives of working-class mothers a burden, under pretence of caring for the welfare of the nation's babies. There are Infant Welfare centres now, by going to and from which mothers may obtain advice, divergent and conflicting. Visitors and inspectors go into houses, prying and poking and meddling. (It is

one of the nuisances we would have under Socialism or Bolshevism, probably intensified, so let reformers stirred by these revelations be careful.) Municipal clinics, Ministry of Health officials, Welfare centres, and volunteer spinners have all been issuing different advice as to when and how to feed children, especially infants. There was a recent meeting under the auspices of the Association of Infant Welfare and Maternity Centres, "in view of the shortage and high price of cow's milk," at which an official who had worked in four different municipalities found that the mothers were given various and conflicting rules and regulations, one set issued by a M.O.H., another by the Infant Welfare M.O., a third by the School Doctor, and still another by the Health Visitor and Voluntary Worker (i.e. Meddler). But that wasn't the joke of the meeting. In view of the shortage of milk, it should have been called on the Government to stop milking it, so that the milk market might recover as the meat market did when the panjandrum released it. What, in fact, did it do? The Ministry of Health put up a certain Dr. Waller to state, scientifically, that unreachably grapes are sour. He said: "We have come to place an immense reliance on milk in a child's diet, and it is quite unnecessary." Children brought up on a very small quantity of milk were quite healthy, and compared very favourably with children brought up on a diet very largely composed of milk. He went on to say that over twelve months old a child could well digest beefsteak pudding. For breakfast it could have an egg or a meal of sardines! He specially favoured sardines, together with rusk with butter or dripping toast. An infant of twelve months could make a good meal from fish, or meat with gravy, or a bone could be given it to gnaw. Out here we know better than that. The proper diet for very young infants is boiled rice, pushed in steadily by the amah's thumb. We commend to our local Sanitary Board the latest "scientific" views of the Home Ministry of Health, and recommend it to issue a leaflet to local mothers warning them of the poisonous possibilities of pure milk. If they will do that, and let us know in good time of their intention to do it, we may "bear" Dairy Farm shares. But no. On second thought we will not. We seem to remember that mothers have ideas of their own on these subjects, and that no leaflet is likely to prejudice them against good milk.

#### ADVERSARIA.

Trotsky is indisposed. At a portion of Porterhouse, his favourite gorge, he put out his tongue, tentatively wagged the tip of his tail, and emitted a sigh. His eyes are rheumy and sore, and his temper bad. He growled at a nice little boy who wanted to pet him. Is not this, dear friends, a parable? Are not even we, all of us, liable to suit our morals to our physical condition? Alas, yes. In the long, gray days of winter, when the winds were cold, and we snuffled, have we not bated and despised our fellow men, and been disagreeable unto them? We have. Now that the winter is over and the time of the singing of birds is come, now that our sky is no longer wrapped up in clouds (to keep the moths off), and we get the fair share of sunshine that our soul yearneth for, shall we not brisk up and more cheerfully entreat each other? Let us hope that the winter habits have not ingrown, and that as we change into lighter clothes we may change into better spirits. Amen. We will now sing the 1st, 3rd, 4th, 5th and 6th verses of a hymn from *The New Witness*:

When all the world  
is by thy back, your court-  
throbber age did not fail: No  
MAYNARD, laughter did you lack  
(Or fellowship or ale.  
For by your stricken lips, A gallant  
song is sung, Joy suffers no  
eclipse: Is lyric and young. Is  
rooted in the soil: Is ambient in  
the air. Since Hope lifts up to  
God The escalade of prayer. The  
tyrants and the kings in purple  
splendour ride: But all ironic things  
Go marching at your side, To nerve  
your hands with power, To salt  
your hearts with scorn. Till that  
awaited hour When Freedom shall  
be born.

LABOUR. Arrange your invest-  
ments with a view to the fact  
COMING. That that Labour  
Government is coming, is at hand. The signs of  
the times are unmistakable. Winston Churchill warned England  
that the Labour men have less brains than he has, and are con-  
sequently unable to govern. Loud laughter went up, and the black-  
coated middle classes replied by enlisting in Trades Unionism and  
federating with Labour. The by-  
elections sounded the clarion note  
of the herald of the coming chan-  
pions. Lloyd George then set up  
the last barricade and became a  
"last ditcher." He pointed out  
(yesterday's telegrams) that one of  
the planks of the Labour Platform  
is common ownership—which is  
even, as it were, and in a manner  
of speaking, like unto a bit of  
Bolshevism. And still the walls of  
Jericho stood up. Our last hope  
is gone, unless here in Hongkong we  
"cut the painter" and declare a  
republic.

Just as the really  
YACHTING. nice weather comes,  
the yachting season  
closes. Why is that? Insufficient  
wind? Hardly. Some of us find  
enough for many pleasant cruises.  
Too much sun? Perhaps. Why are  
Hongkong men so afraid of the  
great health-giver, who makes the  
skin smart, but cooks us to a state  
of good health? They that go down  
to the sea in yachts see the won-  
ders of our harbor. The dinghy  
takes us to the craft we have gazed  
upon fondly from the shore. We  
step aboard full of retrospective and  
anticipative joy. Up go the sails.  
They flap and flutter, while we  
move, sluggishly and sometimes  
crabwise from the buoy. God send  
a puff before we scrape our paint  
against that grimy junk. He does.  
The jib sheets tauten, the mainsail  
fills, the burbling song of the  
dividing prow (sweetest of all local  
sounds) makes itself heard. We  
touch the tiller, and feel the thrill  
of command over vast energy.  
Our wits have to be alert, almost  
weaselly. Why are so many steam-  
ers, with their attendant families  
of fighters and sumpans, allowed  
in the fairway? It is not usual.  
Of course it is not, and happily it  
has to be, because our harbor is  
now so crowded. Were it not for  
this obstructive higgie-piggie of  
shipping, there would be no yach-  
ting for us. There's a gap—both  
it, launch—let us make through  
it, for Blackhead's Point, and so  
get a reach for the farther yacht  
club, and so out to Lyemum. No  
luck. The wind is fluky and  
fickle. We are back at Wanchai.  
Here had luck changes to good and  
pulls off the hills carry us into  
Kowloon Bay and a good offing,  
with a chance of a long slant  
through the pass without short  
tacks. The tangle of the brine-  
spiced air is a tonic; the sunshine  
(better keep your hat on, Old  
Man!) induces a beautiful mood  
feeling. Oh, that we need never  
turn back, but go on and on. The  
north and south poles are discover-  
ed; but we might find the East  
Pole. Why not? With what ap-  
petite we eat, the while gazing at  
the dismantled flour mill, and

thinking of the fate of that won-  
derful man Renny. How sweet is  
a whisky and soda honestly earn-  
ed. Out with the spinnaker for  
the run home—running free, the  
"poetry of motion." A good  
night's sleep, and to office invigor-  
ated next morning. "How well  
you are looking. Were you at  
church yesterday?" "All day," is  
the serious and not untruthful  
answer, for the blue sea is the floor  
of God's true house, and a sail  
boat is a pew by divine appoint-  
ment. Try it.

THE MINERS. Yesterday we had  
the negotiations between the Federation of Miners  
and the Government. To-day we  
have one saying that the negotia-  
tions are broken off. These nego-  
tations have been dragging along  
since the last days of January, and  
affect much more than wages. The  
Government has been begging for  
postponements and getting them,  
the miners meanwhile preparing for  
a real fight. The present omens  
are bad. On the question of  
nationalization alone—the issue is  
likely to be forced. The present  
Government is committed to pri-  
vate ownership of the mines. Some  
share of labour control is generally  
conceded, but with whom? The  
miners are willing to share control  
with the Government, but not,  
apparently, with the present own-  
ers. If it comes to a struggle, as  
seems likely, are the Dukes and  
Duchesses and army officers who  
made themselves so patriotically  
useful during the railway strike,  
going down to hack coal? Per-  
haps. We shall see.

Professor Frederick  
Soddy, F.R.S. of  
Oxford, author of  
"Science and Life,"  
is making a lot of young Oxford  
men into Bolsheviks. Before  
science unleashes powers a million  
times more awful than those we  
have, he thinks we should have a  
new social order, with common  
ownership of the acquisitions of  
science, and Socialism and Co-  
operation. Under existing social  
conditions, new scientific dis-  
coveries will only make more mil-  
lionsaires and more slums, both of  
which are undesirable. At present  
the discoveries of science are de-  
voted to scientific warfare and im-  
mortal scientific government. "In  
the world that is to come the control  
of financiers, lawyers, politicians,  
and the merely possessive or ac-  
quisitive must give place to a sys-  
tem in which the creative elements  
must rule." "It is a tragedy,"  
he said, "to see the splendid  
achievements; both of brain and  
brawn, of modern peoples squan-  
dered and turned to evil by rulers  
alien to their spirit, and owning  
allegiance to the standards of dead  
civilisations and dying beliefs."  
The cut-throat doctrines of the past  
have to be beaten out of the path  
of progress if the ideals of science  
are to make good. Under our pre-  
sent order a future achievement  
such as that foreshadowed simply  
means that in the next war life  
could be wiped off the globe by  
science as completely as wiping off  
a slate. What do you think of  
him?

There is no reason  
whenever you should remember  
the "Kings of England," but if  
you want to do it, here's how, in  
an old rhyme brought up to date:  
Two Williams, Henry, Stephen,  
Henry, Dick,  
John, Hal, three Edwards,  
Richard, three Hais, quick!  
Two Edwards, Dick, two Harrys  
and a Ned,  
Mary, Bess, James, and Charles  
who lost his head,  
Charles, James, Will, Anne, four  
Georges and a Will,  
Victoria (far too long) and Ned  
(too short,  
a thorough English gentleman  
and sport)  
Another George (who's reigning  
still,  
In troubles enough to make him  
ill).

One of our cor-  
respondents to-  
day in a letter  
suggests that a  
previous correspondent should write  
an article for the *China Mail* with  
the title "How some fortunes have  
been amassed in Hongkong." It  
makes our mouths water, and we  
are tempted to endorse the sug-  
gestion; but after all, we owe a duty  
to society. It would tempt others,  
at present uncorrupted, to go and  
do likewise, for many lakhs make  
a lure, so we should have to refuse  
to publish such an article. Were  
it right to publish such information,  
we would write it ourselves.  
Because, you know, we know.

A FAMILY NECESSITY.  
EVERY family should be provided  
with Chamberlain's Pain Balm at  
all times. Sprains may be cured in  
much less time when promptly treated.  
Lame back, lame shoulder, pains in  
sides and chest, and rheumatic pains are  
some of the diseases for which it is es-  
pecially valuable. Try this balm and  
become acquainted with its qualities and  
you will never wish to be without it.  
For sale by all Chemists and Store-  
keepers.

#### SPECIAL CABLE.

##### FLYING STUNTS.

[China Mail Special]

SINGAPORE, March 29.  
Capt. Matthews, flying to Australia,  
and two Italian flyers to Tokyo, have  
arrived at Rangoon. Poulet, the  
French aviator, has left Singapore  
for Java. He afterwards proceeds to  
Rangoon, resuming his flight to  
Australia.

##### LOCAL AND GENERAL.

To-day's dollar is worth 4s. 11½d.

Entries for the Tennis League  
close to-morrow.

The annual sports of the  
Athletic Association of the University  
take place to-morrow.

Last week 15 people died of in-  
fluenza in Hongkong. One was a  
Japanese; the rest were Chinese.

All those interested are reminded  
that a meeting of the tennis league  
will be held in the Hongkong Cricket  
Club pavilion at 5.15 p.m. to-morrow.

A Sale of Work in aid of Church  
Funds will be held on the premises  
of Union Church, to-morrow Wed-  
nesday March 31st, commencing at  
3 p.m.

Last week's notifiable disease  
was: diphtheria 5, (one British)  
enteric 3 (one British) and cerebro-  
spinal fever 10. In the subsequent  
48 hours there were: smallpox 1,  
diphtheria 4 (one British) and c.s.  
fever 1.

The Hongkong Tramway Com-  
pany's approximate statement of  
traffic receipts shows receipts for the  
week: \$14,645, or \$1,290 more  
than last year. The aggregate  
receipts for 13 weeks were \$185,878,  
or \$352 more than in the correspond-  
ing quarter of 1919.

Mr. Frederick Tillson, Manager  
of Foreign Publicity and Sales Pro-  
motion, for Montgomery Ward and  
Company, Chicago, U.S.A., arrived on  
as "Empress of Japan." He is  
making a tour of the Orient in-  
vestigating trade conditions and  
opportunities. He has also opened  
branch offices, sales and sample rooms  
in Shanghai and wholesale selling  
agencies in various cities. Mr.  
Tillson will be at King Edward Hotel  
for sometime and will be pleased to  
hear from any of Montgomery Ward  
and Co's customers who are  
interested.

"Through Deserts and Oases of  
Central Asia" is the title of a new  
work by Miss Ella Sykes and her  
brother, Sir Percy Sykes, who is well  
known as a writer on Persia. The  
book has been arranged in two parts.  
The first is written by Miss Sykes,  
and describes a nine-months' journey  
in Chinese-Turkistan, and on the  
"Roof of the World," while Sir  
Percy is responsible for the later  
chapters, dealing with geography,  
history, customs of the people, and  
other subjects. The narrative is  
well illustrated by reproductions of  
photographs taken by the authors,  
and was published in February by  
Messrs. Macmillan & Co.

An important historical study on  
"The Union Between England and  
Scotland," by Dr. A. V. Dicey and  
Professor R. S. Rait, will be published  
shortly by Messrs. Macmillan & Co.  
The principal points brought out in  
the course of this work are (1) The  
conception of the difference between  
the Parliament of Scotland and the  
Parliament of England; (2) The way  
in which this difference is connected  
with the passing of the Act of Union;  
(3) The extraordinary difficulty with  
which the passing and the success of  
the Act of Union were achieved; (4)  
The skill with which the Whigs of  
Great Britain conceived of a policy  
which was at once revolutionary and  
conservative; and (5) The way in  
which this policy, whilst putting an  
end to the political independence  
both of England and of Scotland,  
created a real unity of Great Britain  
which has preserved for two cen-  
turies all that is good in the nation-  
alism either of England or of  
Scotland.

##### STOWAWAYS.

Before Mr. R. O. Hutchison, at the  
Magistracy this morning, three  
Filipinos were charged with stowing  
away on board the s.s. "West Ira,"  
bound for America. They said they  
had no money to buy their passages.  
Having no employment in Manila, they  
decided to go to America to try  
their luck, and boarded the "West  
Ira" at Manila. They admitted  
stowing away.  
Inspector Gordon, prosecuting,  
said there was a lot of this thing  
going on, and he would ask his Wor-  
ship to deal with the defendants  
severely, as an example to others.  
A fine of \$25 each, or in default,  
one month's hard labour was imposed.

#### CASUAL NOTES.

##### BY "THE TRAMP."

Hongkong has now its Volunteer  
Defence Corps. The title chosen for  
the new organisation is very appro-  
priate as it first of all emphasises the  
voluntary nature of the corps and  
then sets out its object.  
Now that the Administrative  
Commandant has been chosen things  
should soon begin to move. The  
selection of Major Bird is one which  
should give general satisfaction. He  
is one of those who has seen war  
and who "savvy," while his  
D.S.O. is sufficient evidence of  
his personal valour and ability.  
The next thing will be the  
election of officers. That should  
be interesting. The rumour that a  
"book" is to be conducted on the  
election is denied.

The British male members of  
the Catholic Community here have  
decided to form a club, the  
premises being St. Patrick's  
Hall. Some people seem to think  
there is an objection to Clubs  
which support a bar being run under  
the aegis of a religious organisation,  
but that is narrow and silly. Happen-  
ing to be at the meeting I gathered  
the impression that the Club would  
mainly be for the benefit of men of  
the services. If that proves to be the  
case there can be no objection,  
because anything that will brighten  
their lot should be encouraged.

There was a little discussion at  
the meeting on the question of  
gambling. A certain game apparently  
beloved of service men—I forget  
his name—was mentioned and the  
opinion was expressed that it  
was not much use playing  
unless "there was something on it."  
That is a truism with regard to  
nearly all card games, excepting of  
course "patience" and "snaps." The  
other point was that the men who  
brought up the matter did not wish  
to enrich themselves at the expense  
of others and were quite willing  
that all winnings should be put  
in a box and devoted to  
some charitable object. Apparently  
this would infringe the law as it  
might be considered a bank. That  
put the damper on it as no one  
wished to see the Club made the  
center of a police raid. The box  
idea has been dropped and the Com-  
mittee will fix the stakes in games  
which require a little monetary risk  
to make them interesting. It would be  
interesting to know what thoughts  
were hidden behind smiling faces  
when there was a unanimous vote  
that no "hard" drinks be sold before  
1 p.m. on Sundays, especially coming  
after the presiding padre had  
observed that "if anyone wanted to  
to get full they would do it before  
11 p.m."—the closing hour.

The first practical step towards  
solving the building problem has  
been taken. A committee has been  
appointed to advise the Government  
regarding the advance of money  
from public funds to persons pro-  
posing to build houses for residential  
purposes. That may be all right but  
why doesn't the Government do a  
little building itself. It should be  
able to do so cheaply as it has plenty  
of land, its own staff of engineers  
and architects, while a private builder  
will have to buy or rent land and  
pay fees for the plans. A few blocks  
of flats in some accessible position  
would soon make a difference if some  
discrimination were made in the  
letting of them. There is no question  
of racial prejudice. The cry for  
houses where they can live  
in such surroundings as they are  
accustomed to and among their  
own nationals comes from the  
Europeans. Not the taipan class—  
who have the Peak—but from that  
larger section which sees its monthly  
income devoured to a large extent  
by two items—house, rent and  
"chow."

I happened to be looking over  
some essays the other day written  
by local school-boys, the subject  
being the "Horse." One youth,  
after telling that it was an animal  
with four legs, put down the illumina-  
ting thought "It can do many  
tricks besides drawing a cart."

##### AUSTRALIAN FLOUR.

Although it has been reported  
that an embargo has been placed,  
by the Australian Government, on the  
export of flour from that Common-  
wealth, old contracts are evidently  
not included in the prohibitory  
enactment, judging by the fact that  
shipments of flour are still being  
received in Hongkong and Manila.  
The "St. Albans" of the Eastern  
Australia Line, Peninsular, and  
Oriental Steamship Company, in  
bringing 600 tons of Flour from  
Australia this voyage.  
The Eastern Australia service now  
consists of two vessels, the s.s. "St.  
Albans" and the s.s. "Eastern," but  
more steamers, it is expected, will  
be added to this run, so that a  
monthly service will be available for  
the accommodation of the public.  
Passenger bookings to Australia  
are reported to be very good, but  
accommodations are available for all  
applicants up to this time.

"WALLA-WALLA" LAUNCHES.  
Phone No. 3516.

#### COMPANY MEETING.

##### HONGKONG FIRE INSURANCE COMPANY, LIMITED.

The annual general meeting of the  
Hongkong Fire Insurance Co., Ltd.  
was held to-day at noon at the offices  
of Messrs. Jardine Matheson & Co.  
The Hon. Mr. John Johnston pre-  
sided and there were present Hon. Sir  
Paul Chater, C.M.G., Sir Robert Ho  
Tung, Messrs. G. W. Barton, A. H.  
Compton, C. S. Gubbay, F. Maitland  
and T. E. Pearce (Consulting Com-  
mittee) Messrs. G. Grimble, Ho Leung,  
L. N. Lefie, J. Arnold, J. M. Aiver,  
Lo Cheung Shui, D. V. Stevenson,  
A. Dennison, and F. C. Hall (Acting  
Secretary).

The notice convening the  
meeting having been read,  
the Chairman said: Gentle-  
men, the report and accounts  
having now been in your hands for  
some days, I propose, with your per-  
mission, to follow the usual custom  
of taking them as read.  
It gives me pleasure to call your  
attention to the very satisfactory  
results which have attended the work-  
ing of the Company for the year  
1919. The premium income for this  
year was \$30,000 more than the  
highest total previously reached, and  
the ratios for losses and expenses  
work out at the exceptionally  
favourable figures of 24.35% and  
31.06% respectively. The income  
from interest shows a shrinkage of  
roughly \$9,000 entirely due to the  
high rate of sterling exchange at  
which we have been obliged to con-  
vert the revenue from our gold  
securities into dollars.

High exchange not only diminishes  
our revenue from interest, but also  
of course premium income from gold  
Agencies, and the value of our ster-  
ling securities in the Balance Sheet  
when expressed in dollars, and, in  
view of the fact that the rate of  
4/10½ ruling on the 31st December  
last was 1s. 6d. above that on the  
same date for the year previous, we  
may congratulate ourselves on the  
outcome of this Account.

It is early to say much about the  
year 1919 which, as you are doubt-  
less aware, has a further twelve  
months yet to run. The Far East  
was certainly not unproductive of  
fires. In Japan there were some  
very severe outbreaks, and Man-  
churia, Singapore, Manila and Han-  
kow were all responsible for claims.  
It is gratifying therefore that the  
balance of \$449,915.95, standing at  
credit of Working Account should be  
so well up to the average, and  
there is reasonable ground for ex-  
pecting that the Account will run off  
leaving us with a very substantial  
sum in hand.

The surplus to be dealt with at  
this Meeting is \$445,134.23, and we  
recommend the payment of the  
usual dividend of \$27 per share; the  
appropriation of \$40,000 to the Reinsur-  
ance Fund, and that the balance  
of \$65,031.72 be placed to the credit  
of Investment and Exchange Fluctua-  
tion Account. The necessity  
of keeping a substantial sum at  
credit of this Account has been  
made apparent by our experi-  
ence of the past few years,  
and until the future course of sterling  
exchange returns to a more normal  
condition provision must still be  
made for violent fluctuations.

The Staff have not been forgotten  
and you will, I trust, approve of the  
Consulting Committee's action of  
voting a bonus on their salaries of  
15 per cent. as has been done in past  
years.  
I do not think that there is any-  
thing further in the Accounts which  
requires special mention by me,  
but after the resolution which  
I am about to propose has been  
seconded I shall be glad to satisfy  
the best of my ability any enquiries  
arising out of them which share-  
holders may wish to put.

I now propose the following res-  
olution:  
"That the Report and Accounts as  
presented, including the payment of a  
dividend of \$27 per share, an addition  
to the Reinsuranc Fund of \$40,000  
at exchange 4/10½—\$164,102.56, the  
transfer of \$65,031.72 to the credit  
of Investment and Exchange Fluctua-  
tion Account and the payment to the  
Staff of 15 per cent upon their  
salaries be adopted and passed."

Mr. Dennison seconded and the  
motion was carried.

Mr. Lo Cheung Shui proposed that  
Sir Paul Chater, Sir Robert Ho Tung,  
Messrs. G. W. Barton, A. H. Com-  
pton, C. S. Gubbay, F. Maitland and  
T. E. Pearce be re-elected to the  
Consulting Committee.

Mr. J. Arnold seconded and the  
motion was carried.

Mr. Grimble proposed and Mr. Ho  
Leung seconded the re-election of  
Mr. H. Percy Smith and Mr. A. R.  
Lowe as auditors at a remuneration  
of \$500 each.

This was carried.  
This concluded the business, the  
Chairman announcing that dividend  
warrants were ready.

THE ANNUAL SPORTS will be held at  
the College ground, Causeway Bay  
on Thursday, April 1.  
The Prizes will be presented at  
5.15 p.m. by Mr. A. H. Crook.

#### QUEEN'S COLLEGE FIFTH ANNUAL ATHLETIC MEETING.



HONGKONG GENERAL  
CHAMBER OF COMMERCE.

## ANNUAL GENERAL MEETING

INTERESTING QUESTIONS  
DISCUSSED.

The annual general meeting of the Hongkong General Chamber of Commerce was held yesterday evening in the Chamber's room. The Hon. Mr. E.V.D. Part presided and those present were The Hon. Mr. P. H. Holyoak, the Hon. Mr. N. J. Stubb, the Hon. Mr. John Johnstone, Messrs. Ross Thomson, J. A. Plummer, C. S. Gubbay (Committee), and Messrs. J. M. Alves (Messrs. J. M. Alves & Co.), B. Monieth Webb (Messrs. Arnhold Bros. & Co.), Lindsay Wood (Messrs. Banker & Co.), L. Berindouque (Messrs. Banque de l'Indo Chine), J. A. Plummer (Messrs. Bradley & Co.), Ross Thomson (Messrs. Butterfield & Swire), R. B. Cooper (Messrs. Cawston & Co.), J. L. Crockett (Messrs. Chartered Bank of India, Australia and China), B. W. Tape (Messrs. China Mutual Life Insurance Co., Ltd.), G. M. Shaw (Messrs. China Sugar Refining Co., Ltd.), G. H. Elliott (Messrs. Commercial Union Assurance Co., Ltd.), R. Rodenfußer (Compagnie des Messageries Maritimes), G. M. Dodwell (Messrs. Dodwell & Co., Ltd.), L. N. Whyte (Messrs. Donnelly & Whyte), G. W. Barton and W. Dunbar (Douglas S. S. Co., Ltd.), T. W. Hill (Messrs. Eastern Asbestos Co.), C. Bond (Messrs. Gande Price & Co., Ltd.), J. W. C. Bonnar and A. O. Lane (Messrs. Gibb, Livingston & Co.), W. A. Hannibal (Messrs. W. A. Hannibal & Co.), J. Arnold (Messrs. Hongkong, Canton & Macao Steamboat Co., Ltd.), F. Grahame (Messrs. Hongkong Electric Co., Ltd.), L. N. Lee (Messrs. Hongkong Fire Insurance Co., Ltd.), S. W. Ho (Messrs. Hongkong Mercantile Co., Ltd.), N. J. Stubb (Messrs. Hongkong & Shanghai Banking Corporation), W. E. Roberts (Messrs. Hongkong Tramway Co., Ltd.), A. de Souza (Messrs. Hongkong Import and China Produce Export Co.), T. F. Hough (Messrs. Hughes & Hough), H. D. Hutchison (Messrs. Hogg, Karanjia & Co., Ltd.), John Johnstone (Messrs. Jardine, Matheson & Co., Ltd.), D. K. Blair (Messrs. Marine Insurance Association of Hongkong), C. L. Sandes (Messrs. Mercantile Bank of India, Ltd.), W. Joseph (Messrs. J. R. Michael & Co.), G. C. Moxon, A. G. Coppin (Messrs. Nestlé & Anglo Swiss Condensed Milk Co.), J. W. Slackhouse (Messrs. New Zealand Insurance Co., Ltd.), H. P. Smith (Messrs. Percy Smith, Seth & Fleming), P. H. Holyoak (Messrs. Reiss & Co.), J. M. da Rocha (Messrs. J. M. da Rocha & Co.), E. W. Kew (Messrs. Rudolf Wolf & Kew, Ltd.), A. G. da Rocha, C. S. Gubbay (Messrs. E. D. Sassoon & Co.), G. E. Wetton (Messrs. H. Skott & Co.), H. Stephens (Messrs. H. Stephens & Co.), F. P. Talati, S. M. Churn (Messrs. Union Trading Co.), C. H. Hay (Messrs. Union Insurance Society of Canton, Ltd.), W. C. Shiner (Messrs. United Asbestos-Orient Agency, Ltd.), P. A. Xavier (Messrs. P. A. Xavier & Co.), and S. Leung (Messrs. Yuen Hop Hong).

The Chairman: Gentlemen, it being past the hour for which this meeting is called, and there being a quorum present, I will ask the Secretary to read the notice convening the meeting.

The notice having been read, The Chairman said:—Gentlemen, The report and accounts have been in your hands for some days and we will, with your permission, adopt the usual course and take them as read. It will be observed that the correspondence during the year has again been exceptionally heavy, and I will now refer to those questions which appear to deserve special mention as briefly as possible.

**THE CABLE DELAYS.**  
Telegraphic delay has been the subject of a voluminous correspondence more or less throughout the year, and the following detailed information on this subject, which has come to hand since this report was printed, will no doubt be of interest. The London Chamber of Commerce informs us, in reply to our advice, that the question of telegraphic delay has been constantly before the Home Chambers practically ever since the Armistice. At the outset, efforts were concentrated upon the abolition of the so-called Government messages and the re-establishment of the unrestricted use of codes, deferred rates, etc. It was anticipated that when this was effected a considerable amelioration would result, but in the latter months of the year things went from bad to worse and continual correspondence both with the London Post Office and the Cable Companies resulted. The primary causes of the delay are as follows:—The length and number of the cables despatched at the present time is largely in excess of normal, the number of words dealt with in 1918 was 180 millions, as compared with 64 millions in 1913. Certain lines such as the Indo-European, interrupted from the beginning of the war, are not yet in operation. The Indo-European and Great Northern, the latter still interrupted, via Russia and Germany, carried a large proportion of the Far East and Indian traffic before the war. The whole of the tele-

graphic business between the East and the United Kingdom has, therefore, to be carried by the Eastern and Associated Telegraph Companies. Then it has not been possible to maintain the cables in a proper state of repair during the War years exposed as they were to the full blast of the enemy's submarine and mine warfare, although, like all the other brave members of the Mercantile Marine, the repairing ships of the Eastern Telegraph Company were at work, we are informed, practically night and day.—(Applause.)

—Owing to the enormous demand, manufacturers are unable to promise delivery of material for new cables. In their own interests, as well as the Telegraph Company's and ours, the present unsatisfactory position will no doubt be regulated as expeditiously as possible. We are further advised that a new cable is being laid between the United Kingdom and Gibraltar, and orders are being given for the manufacture of a cable to provide a new fast speed line to the East, via the Mediterranean, Red Sea, Bombay, Madras, and Singapore. A large quantity of new apparatus is also on order, which, it is stated, will tend to increase the capacity of the existing cables. It is to be hoped, therefore, that the time which must elapse before the whole of these requirements are met will be as short as possible, and that the speed of transmission of telegrams, and comparative freedom from errors on which the Telegraph Companies justly prided themselves before the War, will be resumed with the least possible delay.—(Applause.)

—I regret to have to mention, however, that in some cases the delays to particular telegrams are inexplicable and it is difficult to believe that the local system is not at fault somewhere when messages for firms not five minutes walk from the Telegraph Office take 45 minutes in delivery, also when a message from Singapore to Hongkong takes 90 hours one day, and one immediately before or after is delivered in under 24 hours. Cases of this kind are serious handicaps to trade and may cause great inconvenience and the loss of large sums of money. With reference to the much discussed subject of "urgent" rates, it is to be hoped the Telegraph Company will soon be able to make such arrangements as will reduce to normal the too frequent present necessity of having to pay three times the tariff rate for what, it is feared, has too often proved a doubtful advantage. I mention these matters in the true interests of the Telegraph Co. and of trade generally.

**THE OUTWARD MAILS.**  
The delay to the outward mails, also referred to in our report, has been curtailed during the year by shipment per Indian mail steamers via Marseilles, Bombay, Negapatam, and Singapore which, however, necessitates a wait at the latter port for a direct steamer for China. That is the reason, gentlemen, why some mails arrive more quickly than others, the time in transit necessarily depending upon the wait at Singapore for the first most expeditious steamer for Hongkong. It will be readily understood that the quickest; therefore, discrimination on the part of the Post Office at Singapore may sometimes be necessary. I understand the Postmaster-General is making enquiries regarding the possibility of forwarding Homeward mails also by this route, when a more direct service is not available. Some merchants, indeed, already forward letters for Europe, to their friends in Singapore to be reposted by the weekly mails thence via Negapatam and Bombay.

**REGISTRATION OF FIRMS.**  
The question of the registration of firms, trading under names other than their own, has been very carefully considered by the Chamber's Legal Sub-Committee, and legislation to counteract practices often misleading was proposed to the Government. The Committee acknowledge with grateful thanks the time and trouble taken over the legal aspect of the matter by Messrs. C. D. Wilkinson, H. J. Gedge and J. Scott Harston, and regret that it has not, up to the present, been found practicable to pass the proposed legislation. Older members may remember that a Royal Commission sat on this subject some years ago. It would appear that merchants must protect their own interests by making any enquiries they may deem necessary, through the Chamber of Commerce at the port concerned, the leading banks or other ordinary channels.

**THE CHAMBER'S PUBLICATIONS.**  
The Committee desire to acknowledge the gratifying support to the Chamber's "Daily Bulletin" and hopes for your continued assistance to enable this special issue to subscribers to be carried on without loss to the Chamber as hitherto. Apart from the value of the cables and the commercial information the "Daily Bulletin" presents in a form very handy for reference, the existence of this little journal has enabled us to initiate a service of news to the vernacular papers which I hope, in time, will be considerably extended. Moreover, it will be a subject for the consideration of your Committee whether, by the inclusion of market reports and prices current and in other ways, the scope of the

"Bulletin" cannot be widened until it becomes more representative of the trade of this port and we can utilise it as the official journal of this Chamber.

I would also mention here the Shanghai British Chamber of Commerce Journal as interesting reading for merchants and a useful medium for mercantile advertisement. The Secretary of the Chamber in Shanghai will be glad to learn of any new developments of interest to general trade, in connection with firms at this port.

**SCHOOL FOR THE STUDY OF CHINESE.**  
I would like to refer particularly to this Chamber's School for the study of Chinese, which has done such good work in the past, but fell away somewhat as was to be expected with the depleted staffs during the war. With the return of our brave defenders to their former spheres of commercial usefulness we look for full classes, and it is hoped all firms here will encourage in every possible way their employees to join the school in their own as well as the firm's interest. The Committee have once again to acknowledge the ability, carefulness and zeal with which the Director, the Rev. Dr. W. Pearce, L.L.D., continues to conduct this work for the advancement of the Colony's Commerce.—(Applause.)—The Committee also desire to place on record their appreciation of the services of the late Mr. N. G. Nolan, Chief Interpreter of the Supreme Court of Hongkong, as Examiner of the School and to express sincere sympathy with his family in their recent bereavement.

**THE PROPOSED SHANGHAI MINT.**  
The shortage of dollars in Shanghai in December last caused great inconvenience to trade and at one time it was not possible to obtain sufficient for the Payment at Tsingtau to meet requirements in connection with repatriation. There was strong evidence that the Nanking Mint was holding up dollars with the object of keeping the price at a level very much above minting cost. The result of representations through the British Consul-General at Shanghai and the Minister at Peking was the proposal by the Chinese Minister of Finance to establish a branch of the Nanking Mint at Shanghai. Your Committee fully endorse the opinion of the Shanghai branch of the Nanking Mint in Shanghai is no more than a move to strengthen the already powerful hold of the mint interest and to block reform, and that what is required is a Central Government Mint open, as the resolution passed at the recent Conference of Chambers there stated, to the free coinage of dollars, with adequate guarantees for the maintenance of the fineness and weight of the coins.

**STORM SIGNALS AND TIME BALL.**  
The question of storm signals has been before your Committee as in previous years and after further mature consideration, and as a result of extensive expert enquiry, the Chamber advised the Government, that although some Shipping Masters were in favour of the Hongkong system, as against the China Coast system, which others preferred, they practically all favoured uniformity. It appeared necessary to adopt the China Coast system, and the Shipping Community are indebted to the Government for falling in with and adopting these views. The China Coast system will, therefore, now be in use in these waters. The Time Ball is also now dropped at 10 a.m. and 4 p.m. on Saturdays, Sundays, and Holidays, instead of at 1 p.m. and Time Wireless Signals flashed at 9 p.m. daily. The thanks of the Shipping Community are due to the authorities for carrying out these suggestions also.

**THE COLONY'S ECONOMIC RESOURCES.**  
At the request of the Colonial Secretary, your Committee proposed the names of certain gentlemen to serve on a Committee of enquiry into the economic resources of the Colony. This Committee of enquiry has now been appointed and is sitting under the chairmanship of Sir Paul Chater, C.M.G., and it is hoped the result of its labours will prove of the greatest benefit to the Colony. The Committee has been divided into various Sub-Committees whose reports will be forwarded in due course to the Government and from time to time.

**IMPERIAL PREFERENCE.**  
Government Notifications Nos. 399 and 550 regarding Imperial Preference will not have escaped you, and their importance to the trade of this Colony has, doubtless been carefully considered. Probably few, if any, of our present exports, owe 75 per cent. of their total value to Colonial labour and material, but with its growing industries, the Regulations under Notification No. 550 may prove of the utmost importance to the Colony.

**UNIVERSITY SCHOLARSHIPS.**  
During the year your Committee have, in conjunction with the Government, formed the first two scholarships at the Hongkong University for Yunnanese students. The Chamber's commitment is \$1,000 per annum for five years, and I am sure you will agree with the policy aimed at in this connection of spreading the desire for Western education among the Chinese, so far as may be possible with the limited funds at our disposal.—(Applause.)

**BILLS OF LADING.**  
With regard to the steps taken to obtain an increased valuation on Bills of Lading it is understood the leading lines have advanced the value limit up to £10 per foot and £200 per package respectively. This arrangement does not apply to all trades but shippers who have raised this question, chiefly those interested in Manchester goods, have, it is understood, been notified that claims will be dealt with on this basis.

**"TON FOR TON."**  
The Chamber's previous representations on the "Ton for Ton" Policy have been courteously acknowledged by the Government. By the terms of the Peace Treaty Germany has recognised—

The principle of replacement ton for ton and class for class of all the merchant Shipping and Fishing Boats lost or damaged in the War. She is to cede to the Allies all German merchant ships of 1,600 tons gross and upwards, one half of the ships between 1,000 and 1,600 tons gross and one quarter of her steam trawlers and fishing boats and to build merchant ships for account of the Allies up to 200,000 tons gross annually for five years from May, 1919.—(Applause.)

Gentlemen, whatever "wait and see" politicians may say about writing off enemy indemnities as bad debts it will take many years to expunge the memory of Germany's diabolical and cowardly practices of firing on defenseless women and children in open boats and leaving helpless men on their submerged submarines to drown. I see no reason to alter the views this Chamber has expressed in no uncertain manner from the beginning of the enemy submarine frightfulness, views well known to coincide with the London and other leading Chambers, regarding the "Ton for Ton" policy.—(Applause.)

**THE RICE SITUATION.**  
My speech would not be complete without some reference to the rice situation so far as this affects Hongkong. The question may be divided into two parts, namely, the rice sifting and transshipment trade of Hongkong, and the rice consumed proper of Hongkong. As regards the former, a reference to the report will reveal to members that much time has been given by this Chamber in collaboration with the Association of Exporters and Dealers of Hongkong in arriving at an agreement for grading certain qualities of rice with the Rice Association of California. Copy of the agreement will be found on page 268.

This agreement has been signed by practically every Hongkong firm interested in the export of rice, and is undoubtedly of great value in regulating the relations between the merchants of this Colony and the rice importers of California. As regards the rice consumed in the Colony, I can say that the Government are very much alive to the situation and in the event of a shortage it is hoped it will be possible to deal with it in such a manner as will in no wise interfere with the delicately poised transshipment trade of the Colony. A considerable correspondence will be noted in the report on the question of indenting for supplies through the Crown Agents referred to previously in 1917, and the Committee is in entire sympathy with action taken by the Singapore Chamber, with a view to Government allowing local firms the opportunity to compete for this business, and it is hoped that the matter which has again been referred to the Secretary of State will receive favourable consideration. The Government have here an opportunity of assisting local British firms which it cannot be said it went out of its way to do before the war. It will be noted it is not suggested that the rate-payer should suffer, but merely that local British firms should be given the opportunity to compete for the business, which would appear to be in the rate-payers' interests.

**TRIBUTES.**  
We have to acknowledge the good work of Professor Middleton Smith while he was at home in calling attention in the Press and elsewhere to the importance of China as a field for the development of trade and we do not doubt that what he was able to do in that respect will be for the advantage of trade of the Colony.

The Committee learned with deep regret of the sudden death in November last of Mr. C. H. Ross in England. Mr. Ross' valued assistance to this Chamber, when he was in Hongkong, will be remembered by many present members, and his willing and cordial services continued to be ever at our disposal, after he left China to assume charge of his firm's affairs in London. Only last June, gentlemen, as will be seen from the report, we were further indebted to him for so efficiently representing this Chamber at the Imperial Council of Commerce in London.

(Continued on Page 8.)  
Two new Launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

?A A A D D G L L N O R Y Y?

TO-DAY'S  
ADVERTISEMENTS.

G. R.  
IMPORTS AND EXPORTS OFFICE  
EASTER HOLIDAYS.

THIS Department will be entirely CLOSED on FRIDAY, the 2nd April, 1920. It will be opened for all purposes till Noon on SATURDAY, the 3rd, & MONDAY, the 5th April, 1920. Licensed Warehouses will be entirely closed on those dates.

C. W. BECKWITH,  
Superintendent,  
Imports and Exports.  
Hongkong, March 30, 1920.

## BANK HOLIDAYS.

IN accordance with Ordinance No. 8 of 1912, the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on FRIDAY, SATURDAY and MONDAY, the 2nd, 3rd and 5th April, 1920.

LADY will store PIANO for use of same. Box 1181, c/o "China Mail."

THE "STAR" FERRY CO., LTD.  
MONTHLY TICKETS.

THE following reductions will come into operation from April 1st, 1920.  
Single Monthly Tickets will be reduced to \$8.00.  
Family of 2 Monthly Tickets will be reduced to \$9.00.  
The prices of other tickets will remain as at present.  
Hongkong, March 30, 1920.

## NOTICE.

WE beg to notify KOWLOON RESIDENTS and our CUSTOMERS that we have appointed ON LEE COMPTON & CO. of 26, Nathan Road, as our distributing Agent at Kowloon.

—WISEMAN, LTD.  
Hongkong, March 30, 1920.

IN THE SUPREME COURT OF  
HONGKONG PROBATE  
JURISDICTION.

In the Goods of Leonard le Breton late of No. 11 Broadwood Road, Hongkong, deceased.

NOTICE IS HEREBY GIVEN that the Court has, by virtue of Section 58 of Ordinance No. 2 of 1897, made an Order limiting the time for Creditors and others to send in their claims against the above estate to the 12th day of April, 1920.  
All Creditors and others are accordingly hereby required to send their claims to the undersigned on or before that date.

Dated the 30th day of March, 1920.  
DENNIS & BOWLEY,  
Solicitors for the Executors,  
No. 6, Des Voeux Road, Central,  
Hongkong.

## REPULSE BAY HOTEL.

WEDNESDAY, March 31st.  
Tea Dances from 4 to 7 P.M.  
Dinner Dances from 8 P.M.

FRIDAY, April 2nd.  
(Good Friday)  
Orchestral Concerts during afternoon and at Dinner.  
(Semi-Sacred Music)

SATURDAY, April 3rd.  
Tea Dances from 4 to 7 P.M.  
Dinner Dances from 8 P.M.

SUNDAY, April 4th.  
Orchestral Concerts during 11 a.m. and afternoon Tea.

MONDAY, April 5th.  
(Bank Holiday)  
Tea Dances from 4 to 7 P.M.  
Dinner Dances from 8 P.M.

A LIFE SAVER.  
It is safe to say that Chamberlain's Colic and Diarrhoea Remedy has saved the lives of more people, and relieved more suffering than any other remedy in existence. It is known all over the civilized world for its speedy cures of cramps in the stomach, diarrhoea and all intestinal pains. For sale by all Chemists and Storekeepers.

(Continued on Page 8.)

Two new Launches are being built for the "WALLA-WALLA" fleet. Phone No. 3516.

THE CHAMBER'S PUBLICATIONS.

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## NOTICES.

## LANE, CRAWFORD &amp; CO.

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## SMART FOOTWEAR

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## COMFORTABLE WHEN NEW.

## STYLISH WHEN OLD.

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WE HAVE JUST RECEIVED A NEW  
CONSIGNMENT OF WALK OVER

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BLACK &amp; BROWN CREAM in bottles 35 cts.

BLACK &amp; BROWN PASTE in tins 20 cts.

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SONG, and DANCE.

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Repairs of all descriptions under European supervision.  
Re-painting a specialty.

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Rependent Tooth Pains, the scientific new departure in Dental Preparations. Prices lowered by high exchange.

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That TWO HUNDRED AND ONE of the most eminent physicians of America petitioned Congress a few years ago to admit Tansan free of Customs charges?

That Tansan has carried off the HIGHEST AWARDS at every Exhibition where it has been shown in competition with most of the best known waters in the world?

That Tansan will counteract the injurious effects of bad whisky?

That the Tansan Spring is open to inspection to any one desirous of seeing this remarkable water issuing from its source?

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WINE MERCHANTS.

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JOINT SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD. AND THE CHINA NAVIGATION COMPANY, LIMITED.

## HONGKONG-CANTON LINE.

Sailings.—To Canton daily at 8 a.m. (Sundays excepted) and 10 p.m.  
From Canton daily at 8 a.m. (Sundays excepted) and 5 p.m.

SERVICE OF THE HONGKONG, CANTON &amp; MACAO STEAMBOAT CO., LTD.

## HONGKONG-MACAO LINE.

SAILINGS.—  
To Macao daily at 8 a.m. and 5 p.m. (Sundays at 9 a.m.)  
From Macao daily at 8.30 a.m. and 2 p.m. (Sundays at 5 p.m.)Police Permit to leave the Colony are not required.  
Further information may be obtained at the Consular Office, Hotel Manions, or from Messrs. T. W. Cook & Son, Booking Agents, Hongkong.

## DODWELL &amp; COMPANY, LTD.

## STEAMSHIP SERVICES.

Regular Sailings to NEW YORK via Panama Canal.

## S.S. "BOLTON CASTLE"

Sailing Beginning of May.

## LLOYD TRIESTINO

BRINDISI, VENICE & TRIESTE  
via SINGAPORE, PENANG AND COLOMBO.

## S.S. "PILSNA"

Sailing 8 a.m. March 31st.

## NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S. S. CO.)

Regular Services between  
JAPAN, HONGKONG & JAVA  
FOR JAVA.

## S.S. "SAMARANG MARU"

Sailing on or about 25th April.

OCEAN TRANSPORT Co., Ltd.  
(TAIYO KAIUN KAISHA.)Steamship Services Trans-Pacific.  
Also to Australia, Europe, etc.

## NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to South AFRICA.  
PORTS with transshipment at CALCUTTA.  
In conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APCAR LINES.

For Freight or Passage on any of the above Lines apply—

DODWELL &amp; CO., LTD., Agents.

## IRON AND STEEL PRODUCTS.

BEST TERMS COMPLETE STOCK.

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## O. S. K.

## OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

## LONDON, ANTWERP, ROTTERDAM &amp; HAMBURG.

Monthly direct service via Singapore and Port Said.

ANDES MARU ..... Wednesday, 31st March.

HAYAMA MARU ..... (Call Marseilles) April.

HAYAMA MARU ..... (Call Marseilles) May.

## BUENOS AIRES—Rio de Janeiro, Santos, Manritius, Lurban and Cape Town via Singapore.

TACOMA MARU ..... Monday, 5th April.

PANAMA MARU ..... Middle of June.

## BOI BAY &amp; COLOMBO—Regular fortnightly service via S'pore.

BURMA MARU ..... Saturday, 10th April.

## SAIGON, BANGKOK &amp; SINGAPORE—Regular Monthly service.

UNNAN MARU ..... Wednesday, 7th April.

## SYDNEY &amp; MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

KOSOKU MARU ..... Sunday, 4th April.

## VICTORIA &amp; VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokkaichi &amp; Yokohama.

ARABIA MARU (Call Shanghai) ..... Tuesday, 6th April.

MANILA MARU (Call Shanghai) ..... Tuesday, 20th April.

## KEELUNG via SWATOW &amp; AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and Harbours Office.

KAIJO MARU ..... Sunday, 4th April.

## TAKAO via SWATOW and AMOY.

SOSHU MARU ..... Thursday, 8th April.

## JAPAN PORTS—Moji, Kobe, Yokkaichi, Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 and 745.

THE CHINA &amp; AUSTRALIA S.S. CO.

For MELBOURNE &amp; SYDNEY, via MANILA, SANDAKAN &amp; QUEENSLAND PORTS.

"HWAH-YING" ..... Sailing on or about 12th April.

"VICTORIA" ..... Sailing on or about 5th May.

("Calling at Port Darwin.")

For Freight and Freight apply to—

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113 Connaught Road Central. Agents.

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CHINA NAVIGATION CO., LTD.

## SAILING SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HONGKONG	TAIKOO WAN	Mar. 31 at 9 a.m.
SHANGHAI	SHENGLING	April 1 at Noon
HAIPHONG	KAIFONG	April 2 at 10 a.m.
SHANGHAI AND TIENTSIN	TAIYAN	April 3 at 4 p.m.
SWATOW & BANGKOK	CHUSAN	April 6 at 10 a.m.
AMOI, SHANGHAI & FUKOW	SHANGHAI	April 8 at 4 p.m.
MANILA, CEBU & ILOILO	TAKING	April 15 at 4 p.m.

SHANGHAI LINE—PASSENGERS, MAIL, and CARGO. Excellent Saloon accommodation, amplitude, Electric Light, and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (thrice weekly) and Tientsin (weekly), taking cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

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Telephone No. 25.

AGENTS.



Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

STEAMER	ABOUT	5th
"ELDRIDGE"	About April	5th
"CITY OF SPOKANE"	About April	5th
"COCKET"	About April	5th
"WABAN"	About May	15th
"CROSSKEYS"	About June	2nd

For PORTLAND Direct.

STEAMER	ABOUT	4th
"PAWLETT"	About April	4th
"COCKET"	About April	5th
"WABAN"	About May	15th

Through Bills of Lading Issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:  
THE ADMIRAL LINE.

Telephones 2477 &amp; 2478. Fifth Floor, Hotel Manions.

## FOR NEW YORK &amp; BOSTON.

## THE U. S. SHIPPING BOARD.

## S.S. "WINYAH"

About APRIL 8th.

Via PANAMA.

## S.S. "WEST WIND"

About APRIL 17th.

Via PANAMA.

## S.S. "DRYDEN"

About APRIL 17th.

Via PANAMA.

For freight, space and particulars apply to—

## THE ADMIRAL LINE.

TELEPHONES 2477 &amp; 2478. AGENTS. Fifth Floor, HOTEL MANIONS.

## LOS ANGELES PACIFIC NAVIGATION COMPANY.

## HONGKONG TO LOS ANGELES, CALIFORNIA, U.S.A.

STEAMER	ABOUT	SAILING FOR LOS ANGELES	ABOUT
S.S. WEST HIKKA	April 15	S.S. WEST HIKKA	April 17
S.S. VINTA	May 15	S.S. VINTA	May 17
S.S. WEST NIVARIA	June 15	S.S. WEST NIVARIA	June 17
S.S. WEST MONTOP	July 15	S.S. WEST MONTOP	July 17

Through Bills of Lading to all U.S. and Canadian overland points; no transshipment en route.

Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICE: LOS ANGELES, CALIF.

BRANCH OFFICES: KOBÉ, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE: Prince's Buildings, Chester Road.

CHAS. E. RICHARDSON,

General Agent for South China.

Telephone No. 1082.

## TOYO KISEN KAISHA

## SAN FRANCISCO LINE.

SHANGHAI, INLAND SEA, JAPAN and HONOLULU.

FAST and LUXURIOUS MAIL STEAMERS.

Sailings from Hongkong—Subject to change without notice.

STEAMERS	Tons	Leave Hongkong
SHINYO MARU	22,000	1st April
SIBERIA MARU	20,000	1st April (from Yokohama)
PERHIA MARU	18,000	19th April
KOREA MARU	20,000	3rd May
TENYO MARU	22,000	24th May

From Kobe. \*Omitting call at Shanghai.

## SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO via JAPAN, HONOLULU.

SAN FRANCISCO, SAN PEDRO, BALIKO, GUZ, BALBOA.

GALLAO, ARICA and IQUIQUE.

Thence by Trans-Andean Route to Buenos Aires.

STEAMERS	Tons	Leave Hongkong
SHINYO MARU	22,000	May 11th
KIYO MARU	18,000	May 12th
ANYO MARU	18,000	Sept. 6th

Tickets are interchangeable with the Canadian Pacific Ocean Service, Ltd.

and the Pacific Mail Steamship Co.

Passengers may travel by rail between ports of call in Japan free of charge.

## FREIGHT SERVICE.

Direct Freight Service to CUBA and NEW ORLEANS via San Francisco, Balboa and the Panama Canal.

OHOYO MARU ..... Leave Hongkong April 1st.

For all information as to rates, freight space, sailings, etc., apply to—

Y. TSUTSUMI, MANAGER,

Kobe Building.

Telephones 2477 &amp; 2478.

## SHIPPING

## C. P. O.S.

## SAILINGS.

## HONGKONG to VANCOUVER.

(via Shanghai, Nagasaki, Moji, Kobe &amp; Yokohama)

STEAMERS	FROM	DATE
Monteagle	HONGKONG	April 23
Empress of Asia	HONGKONG	April 28
Empress of Russia	HONGKONG	May 6
Empress of Japan	HONGKONG	May 26
Empress of Asia	HONGKONG	June 16
Monteagle	HONGKONG	June 21
Empress of Russia	HONGKONG	July 1
Empress of Japan	HONGKONG	July 19
Empress of Asia	HONGKONG	Aug. 10
Monteagle	HONGKONG	Aug. 18
Empress of Russia	HONGKONG	Sept. 5
Empress of Japan	HONGKONG	Sept. 13
Empress of Asia	HONGKONG	Oct. 5
Monteagle	HONGKONG	Oct. 11

Passage Rates Hongkong to United Kingdom.

Express of Russia ..... £100.00

Express of Japan ..... £100.00

Express of Asia ..... £100.00

Express of Russia ..... £100.00

Express of Japan ..... £100.00

Express of Asia ..... £100.00

Rates and sailings subject to change without notice.

For Terms and other information please apply to

HONGKONG OFFICE.

Telephone 704. Cable address: CACANPAC.

## CANADIAN PACIFIC OCEAN SERVICES.

## CHINA MAIL S.S. CO., LTD.

## FREIGHT AND PASSENGERS.

"NANKING" (10,000 tons) "NILE" (11,000 tons) "CHINA" (10,000 tons)

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS and HONOLULU.

"NANKING" "NILE" "CHINA"

June 2nd 1920. May 16th 1920. May 8th 1920.

## AN UNPARALLELED HIGH CLASS PASSENGER SERVICE.

O. H. RAYNER, Freight and Passenger Agent.

Prince's Buildings, 100 Queen's Road.

Tel. 1324.

## DOUGLAS STEAMSHIP CO., LTD.

## HONGKONG &amp; SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in Saloons and Bedrooms. Excellent Cuisine.

SWATOW, AMOY &amp; FOCHOW.

AND RETURN.

(Overlying 9 to 10 Days)

STEAMERS	CAPTAIN	DEPART	ARRIVE
HAIKONG	Capt. A. H. Stewart	TUESDAY, 30th March at 1 p.m.	
MORIALTA	Capt. Ed. Walker	FRIDAY, 2nd April at 1 p.m.	
HAIKONG	Capt. W. C. Pasmore	TUESDAY, 6th April at 1 p.m.	

SWATOW, AMOY.

Arrivals and Departures from the Company's Wharf (near Bluff Pier).

For FREIGHT and PASSAGE apply to—

DOUGLAS LAPRAIK &amp; Co.

General Managers.

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General Managers.

## WOMAN'S STATUS.

## LEGALLY A SLAVE.

## THE ENGLISH LAW.

Many married women at home, who had hitherto imagined themselves to be living in freedom, realised last month for the first time the position of a wife, as defined by Mr. Justice McCordie in the Divorce Court.

The woman who is maintained by her husband, who is given a liberal dress allowance, whose movements are seldom interfered with, who is mistress of her household, is legally in the position of a slave.

Mr. Holford Knight, barrister-at-law, explained the law as it applies to the wife, to a Daily Chronicle representative.



TUESDAY, APRIL 30, 1920.

# THE CHINA MAIL

VESSELS ADVERTISED AS LOADING

SHIPPING

## P. & O.-BRITISH INDIA APCAR AND EASTERN & AUSTRALIAN LINES

(COMPANIES INCORPORATED IN ENGLAND)

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST AND SOUTH AFRICA, AUSTRALASIA.

INCLUDING NEW ZEALAND AND QUEENSLAND PORTS, AND

SEA, EGYPT, EUROPE, &c.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hongkong (about)	Destination
"RANCA" (Cargo only)	4,000	3rd April	MASSILLON LONDON & A'warp.
"KHIVA"	9,000	15th April	MASSILLON LONDON & A'warp.
"DILWARA"	6,400	15th April	Singapore, Colombo & Bombay.

BRITISH INDIA-APOAR SAILINGS (South)

"JAPAN"	6,000	31st Mar. at 1 p.m.	Straits, Rangoon and Calcutta.
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EASTERN & AUSTRALIAN SAILINGS (South)

"ST. ALBANS" & "EASTERN"	4,500	28th April	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
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SAILINGS TO SHANGHAI & JAPAN

"GREGORY APCAR"	4,600	4th April	Shanghai and Kobe.
"DILWARA"	6,400	4th April	Shanghai and Kobe.
"NORE"	6,700	5th April	Shanghai and Kobe.

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

Call at Manila.  
Call at Antwerp.  
Tickets interchangeable.  
1st Saloon Passengers may travel by B.I.S.N. Company's steamers between Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O. Tickets Singapore to Calcutta.  
All Cabins are fitted with Electric Fans free of charge.  
Passengers and sailing dates are liable to be cancelled or altered without notice.  
Passengers' Messing not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to noon on the day previous to sailing.

NOTICE TO CONSIGNEES

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Goddard and Douglas, at 10 a.m. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

For Further Information: Passage Fares, Freight, Handbooks, etc., apply to

MACKINNON, MACKENZIE & CO.,

22, Des Voeux Road Central, HONGKONG. Agents.

## N. Y. K.

NIPPON YUSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Shanghai & Japan ports.

Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATORI MARU	...	Tuesday, 13th April at 11 a.m.
SUWA MARU	...	Sunday, 2nd May, at 11 a.m.
TOYOHASHI MARU (Calling Manila)	...	Wednesday, 6th May, at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

KAGA MARU	...	Monday, 6th April, at Noon.
YOHOKAMA MARU	...	Friday, 10th April, at Noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.

DAIKU MARU	...	End of April.
TSUYAMA MARU	...	End of April.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TORA MARU	...	Sunday, 11th April.
WAKASA MARU (Calling Genoa)	...	Beginning of May.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

MIEKO MARU	...	Wednesday, 31st April, at 11 a.m.
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NEW YORK & HAVANA via Kobe, Yokohama, Muroto, San Francisco, Panama & Colon.

GENOA MARU	...	Wednesday, 7th April.
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SOUTH AMERICAN PORTS via Cape.

TOKA MARU	...	Tuesday, 8th April.
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BOMBAY & COLOMBO via Singapore.

SHINZU MARU	...	Monday, 5th April.
MIHO MARU	...	Wednesday, 7th April.

GALCUTTA & RANGOON via Singapore & Penang.

HAKEGATE MARU	...	Saturday, 3rd April.
RANGOON MARU (Omitting Penang)	...	Monday, 19th April.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.

AKI MARU	...	Saturday, 17th April, at 11 a.m.
TANGO MARU	...	Saturday, 24th May, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

TENSHIN MARU	...	Thursday, 1st April.
TATSUBO MARU	...	Monday, 5th April.
MIHIMA MARU	...	Tuesday, 6th April, at 11 a.m.

For further information apply to—

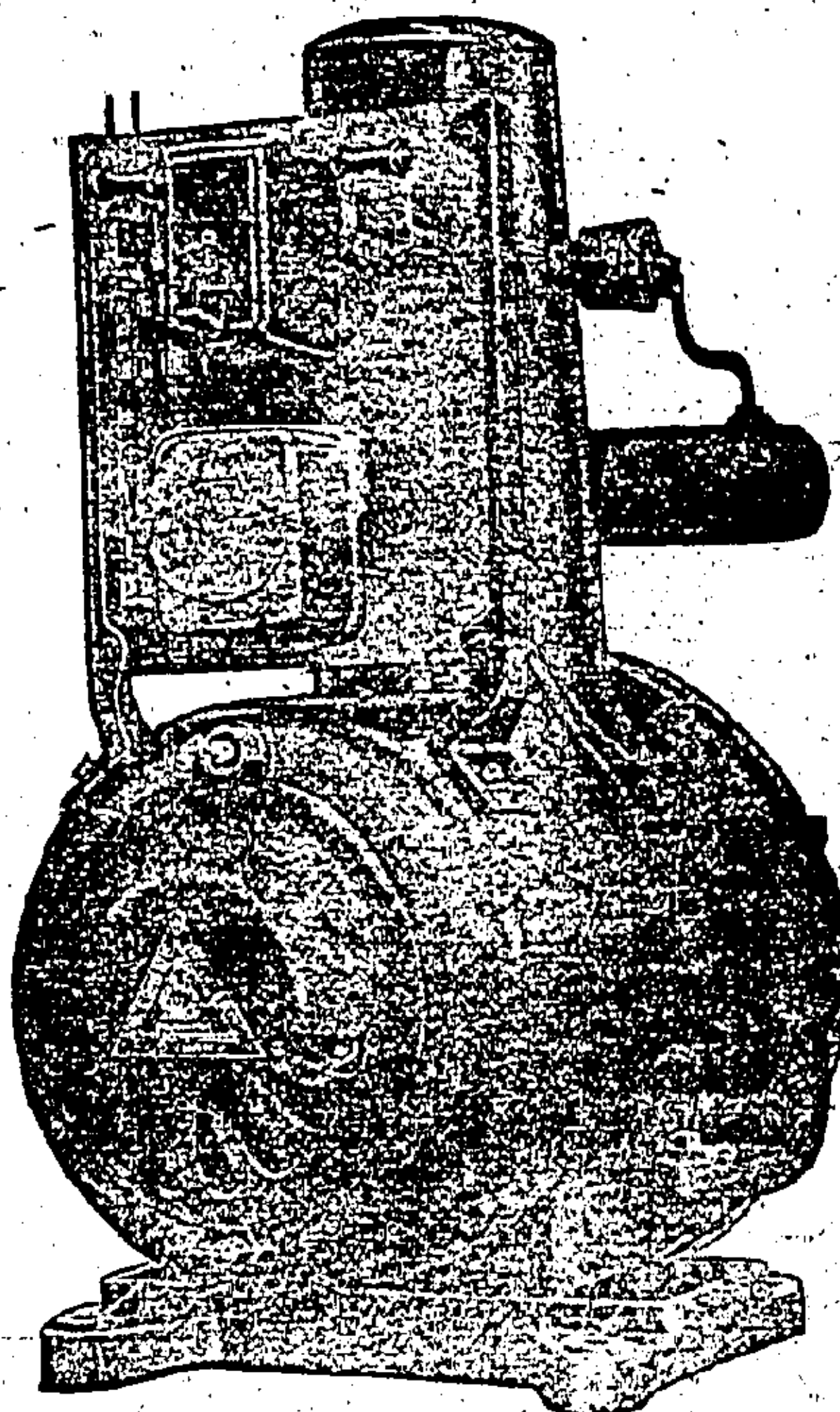
NIPPON YUSEN KAISHA

(S. YASUDA, Manager)

## DELCO-LIGHT

THE LATEST MARVEL IN THIS MARKET IS A  
3 K. W. 32 AND 110 VOLT MACHINE WITH AN OUTPUT OF  
180 16 C. P. LAMPS, AND WORKS ENTIRELY ON KEROSENE.

For the Popularity of the DELCO see the Number Sold for the following Bungalows in Fankling, the Peak Tramway Station, Cafes, Motor Ships,



Yachts, and Private Residences in this Colony; Also Travelling, Moving Picture Shows and Numerous Chinese Residences in the Country and in the Coast Port

CALL AND INSPECT OUR STOCK.

FULL INFORMATION ON APPLICATION.

IT IS UNDOUBTEDLY THE BEST OF ITS KIND IN THE MARKET.

WE HAVE STOCKS OF MACHINES WITH OUTPUTS OF FROM 47 LIGHTS UP TO 280.

Stocks carried or to order of the following:—

"Bolinders" Crude Oil Engines.  
"Herbert Morris" High Class Chain Blocks,  
Cranes, Travelling Trolleys, etc.  
"Algor" Boiler Compound.

Motor Bearing Metals.  
Knitting Machines.  
Motor Garage Pumps.  
Tanning Machinery, etc.

SOLE AGENTS:—

W. G. HUMPHREYS & CO.

MACHINERY DEPARTMENT, HONGKONG.

TEL. 228.

TEL. ADDRESS: ABEONA.

P. & O.-BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES

STEAM FOR STRAITS, COLOMBO, BOMBAY, EGYPT, MEDITERRANEAN PORTS AND LONDON.

Through Bills of Lading issued for DATA VIA PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Homeward Mail Steamer Devere carrying His Majesty's Mail, will be despatched from this port on or about 17th April, 1920, taking cargo for the above ports. Passengers' accommodation in the connecting vessel, if available, secured before departure from Hongkong. Silk and Valuable Cargo for Italy, France and London (under arrangement) will be conveyed in this steamer proceeding via Bombay and there transhipped to the oncoming steamer for Marseilles and London.

Parcels will be received at this Office until 18 noon the day before sailing. The contents and value of all packages are required.

For further particulars, sailing dates, etc. apply to

MACKINNON, MACKENZIE & CO., Agents.

Hongkong, March 8, 1920.

## KAIPING COAL

FOR ALL INDUSTRIAL AND HOUSEHOLD PURPOSES  
FOUNDRY AND SMELTING COKE  
FIREBRICK AND FIRECLAY

FOR ALL INFORMATION APPLY TO  
DOODWELL & CO. LTD., QUEEN'S BUILDINGS, HONGKONG, OR

KAILAN MINING ADMINISTRATION  
TIENTSIN, NORTH CHINA

## E. HING & CO.

LARGE STOCK OF SHIPBUILDING MATERIALS, viz. Steel Ship Plates, Angles and Bars.

Also Shipchandlery Articles.

Telephone No. 1114.

22, Wing Wo Street, Central.

## PACIFIC MAIL S.

U. S. MAIL LINE.

OPERATING THE NEW FIRST CLASS STEAMERS

"ECUADOR" "VENEZUELA" & "COLOMBIA"  
HONGKONG TO SAN FRANCISCO,  
via SHANGHAI, KOBE, YOKOHAMA and HONOLULU.

THE SUNSHINE-BELT

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

S.S. "COLOMBIA" ... THURSDAY, April 1st.

S.S. "VENEZUELA" ... WEDNESDAY, May 19th.

S.S. "ECUADOR" ... WEDNESDAY, June 16th.

ALSO

The following U.S. Shipping Board vessels

S.S. "WEST NIGER" ... THURSDAY April 15th, for San Francisco via usual ports of call.

S.S. "INSIP" ... End of April for San Francisco via usual ports of call.

S.S. "WEST KASSON" ... Late April, for Baltimore, via Suez and usual ports of call.

HONGKONG-CALCUTTA SERVICE

Cargo accepted on through Bills of Lading to all Points in the United States and Canada, also through Bills of Lading issued to Baltimore, Havana, Central and South American Ports.

For further information apply to

PACIFIC MAIL S.S. CO.,

Hotel Mansions,

Cable Address "SOLAF0"

Telephone 141.

## STRUTHERS & DIXON, INC.

HONGKONG.

FOR SEATTLE DIRECT VIA JAPAN PORTS.

U.S.S.B.

S.S. "WEST JESSUP"

30th March 1920.

For Freight and Particulars apply to—

STRUTHERS & DIXON, INC.,

Agents.

Telephone No. 3008. Powell's Building.

## STRUTHERS & DIXON, INC.

HONGKONG.

FOR SAN FRANCISCO DIRECT VIA JAPAN PORTS.

U.S.S.B.

S.S. "WEST CACTUS"

1st April, 1920.

For Freight and Particulars apply to—

STRUTHERS & DIXON, INC.,

Agents.

Telephone No. 3008. Powell's Building.

## WATERHOUSE LINE

TRANS PACIFIC FREIGHT SERVICE.

Operating the following U. S. Shipping Board Steamers

For

SEATTLE-TACOMA-VICTORIA-VANCOUVER

via Kobe and Yokohama.

"WEST IVAN" 3rd April.

"WEST JAPPA" 1st May.

further sailings to be announced later.

Through Bills issued to all Overland Common Points in U.S. and Canada.

For rates and further particulars apply to

FRANK WATERHOUSE & COMPANY,

3rd Floor. HOTEL MANSION. Tel. No. 2507.

## Koninklyke Paketvaart Maatschappij.

(ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

"VAN WAERWYCK"

will be despatched on April 1st.

To SINGAPORE, PENANG and BELAWAN DEL.

This Vessel offers excellent Cabin-accommodation for Saloon-passengers.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1574. Agents.

## TRIALS SOLICITED BY

JAMES STEER

THE CHRONOMETER AND WATCH MAKER

(Contractor to H.M. Naval Yard)

8, Lee Hous, Street, Hongkong.

## THE KWONG HIP LUNG CO., LTD.

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON

FOUNDRIES. All work done in this establishment is guaranteed. We have

over thirty years' experience. We own two Shipways and can accommodate the dry dock

of 300 feet long.

Work Office: 64, Cross Street, Singapore. Telephone No. 400.

Shipped: Shun-Sat-Fo, Kowloon, Hongkong.

Estimates furnished on application.

Hongkong, April 1, 1920.



**Luxite**  
Hosiery  
FOR ENM

stocked in Black, White, Navy Blue, light Grey, slate Grey, Green, Brown, Tan, Palm Beach in sizes 9½, 10, 10½, 11 & 11½.

Fine Lisle thread . . . \$1.00 per pair  
Lisle & Silk . . . \$1.25  
Silk with Lisle feet and top . . . \$1.50  
Heavier quality Silk . . . \$1.75, \$2.25

**MACKINTOSH**

& CO., LTD.

Men's Wear Specialists.

16, Des Vaux Road.

Telephone 29.

## HONGKONG GENERAL CHAMBER OF COMMERCE.

(Continued from page 5.)

As usual there have been changes in our Committee during the year. We are again indebted to Mr. J. W. C. Bonnar for his valuable assistance and, as he is retiring and shortly leaving us, we wish him long life and every happiness in the Old Country. (Applause.)

I would also like to record the masterly manner in which the Hon. Mr. Dodwell has led and conducted the Chamber's affairs, as its Chairman during the year, and I can speak for him that he greatly regretted having to leave home before this annual meeting could take place. Our thanks are also due to him and the Hon. Mr. John Johnston for so ably representing this Chamber at the first of the proposed conferences held in Shanghai last autumn, when matters of common interest to all merchants in China and Hongkong were fully discussed and have been referred to in the Press. (Applause.) It is intended and hoped that this Conference will be held annually at some central Port (Shanghai would appear to be indicated in this respect), and that such Conferences will prove of inestimable value to trade and have far-reaching beneficial effects on the foreign trade of China.

I cannot close this address without associating this Chamber with the many good wishes expressed on all sides to the retiring British Minister to Peking, the Rt. Hon. John Jordan. I explained to Sir John that we should like to have shown our appreciation of his great services in China, by entertaining him on his way home, but his brief stay in the Colony and the day being Sunday rendered this impracticable. Our wishes are none the less sincere for his health and happiness in his well-deserved retirement and we hope he may long be spared to place his intimate knowledge of affairs and vast experience in the Far East, at the service of His Majesty's Government at Home. (Applause.)

With these remarks I beg to move the adoption of the Report and Accounts, and when seconded I shall be pleased to answer any questions to the best of my ability. (Applause.)

Mr. G. Miskin said:—Sir: It is my pleasant duty to rise and second the motion before the meeting. Our Chairman has already covered the principal features of the report very exhaustively and there is little that I can add to the excellent address to which we have just listened. I am sure, however, that I am giving expression to the feelings of the members of this Chamber, when I offer our very hearty thanks to the Committee and to their extremely energetic Secretary for the substantial work they have done on our behalf during the year under review. (Applause.) One point, to which our Chairman has already given prominence cannot, I think, be too strongly emphasized. The greatest drawback with which merchants have at present to contend is undoubtedly the extremely poor cable service, and until this service is improved a great many opportunities and a great deal of good business must of necessity be lost. In the matter of repairs of cables, the Telegraph Companies appear to be doing all that is possible and it is, of course, unreasonable to expect any immediate speeding of the time taken by cables in transit. I cannot help thinking, however, that more might be done by the Telegraph Companies to prevent mutilation. At present it is the exception rather than the rule to receive a telegram containing no mutilated words.

On Page 29 of the report before you, you will have read of the action

taken on December 12th, 1918 by the Ceylon Chamber of Commerce for the exclusion of German subjects from trading in the Colony. You will, most of you, recall the unanimity which prevailed in this Chamber when a similar resolution was adopted in 1917. It is extremely gratifying and encouraging to find how very general has been the endorsement in other Colonies of the timely action taken by the Hongkong British Chamber of Commerce at that time. Gentlemen, I have pleasure in seconding the adoption of the report and accounts. (Applause.)

The Chairman:—It has been proposed by myself and seconded by Mr. Miskin that the Report and Accounts as presented be adopted. Those in favour please signify the same in the usual manner. Against? Carried unanimously.

Mr. J. L. Crockett:—Mr. Chairman, I have much pleasure in proposing that following gentlemen be elected to the Committee *en bloc*:  
The Hon. Mr. P. H. Holyoak, the Hon. Mr. E. V. D. Parr, the Hon. Mr. J. Johnston, the Hon. Mr. N. J. Stubb, O.B.E., Messrs. A. O. Lang, C. S. Gubbay, C. H. P. Hay, J. A. Plummer, P. Ross Thomson, and G. M. Dowdell.

Mr. Monteith Webb:—I have much pleasure in seconding that.

The Chairman:—You are at liberty to add any nominations to those proposed by Mr. Crockett if you wish. There being no further additions, it has been proposed by Mr. Crockett and seconded by Mr. Monteith Webb that the Committee as presented on the lists on the seats be elected for the current year. Those in favour please hold up their hands. Against? Carried unanimously. The next business is the election of new members who have been duly proposed and seconded during the year, namely:—Messrs. Brunner Mond & Co., Ltd., Messrs. E. A. Beaumont & Co., Messrs. Cooper & Co., Messrs. Walter Ford & Co., Messrs. Getz Bros. & Co., of the Orient, Ltd., Messrs. Hastings, Hodge & Co., Ltd., Messrs. Holland Pacific Trading Co., Messrs. Hongkong Import and China Produce Export Co., Messrs. Mitsubishi Shoji Kaisha, Messrs. Rudolf Wolff and Kew Ltd., Messrs. D. S. Stern & Co., Messrs. Silva-Netto & Co., Messrs. Thomas W. Simmons & Co., Messrs. P. A. Xavier & Co.

I beg to propose that these firms and names mentioned be elected.

Hon. Mr. Holyoak:—I have much pleasure in seconding.

The Chairman:—It is proposed by myself and seconded by Mr. Holyoak that the firms and names read be elected members of the Hongkong General Chamber of Commerce. Those in favour please hold up their hands. Against? Carried unanimously. That is all the business gentlemen, I thank you for your attendance. I will ask the incoming committee to remain behind.

Mr. H. Percy Smith:—May I say one word. I want to know whether the Chamber as a Chamber can take any notice or any action as regards the extremely unsatisfactory and inefficient telephone service of the Colony. (Applause.) I spoke some ago to one of your officials and he assures me we all thought that and he said why don't you go to the Chamber and speak about it. I venture to ask the incoming committee to consider the matter and see whether anything can be done and possibly change the system altogether if necessary. We have an old fashioned system. I have seen two systems at work which were entirely different to ours and infinitely superior.

The Chairman: This matter has not been brought before the Committee before and I have no doubt that the incoming committee will take any necessary steps that members will wish in this matter. I may say how-

## CORRESPONDENCE.

### THE BISHOP'S SERMON.

[To the Editor of the "China Mail."]

SIR.—The remarks by one signed "Amused," in your last night's issue, are only such as one would have expected as a natural sequence to his Lordship's sermon of last Sunday.

The tone of the letter conveys the impression that the writer was "disturbed" rather than "amused."

The Lord Bishop evidently knows well that Hongkong is a hard nut to crack and that the only means of making any impression is by telling it exactly what he thinks of it. Of course, people do not like to be told the truth about themselves, particularly when their failings are exposed. Yet, no faithful bishop or minister of the Gospel of Christ can allow such considerations to count, when it is his duty to reprove.

The fact is—and "Amused" is perfectly well aware of it—that Hongkong's GOD IS MONEY. It was not in a day, that the typical and pitiable money-grubber came to his present state of indifference to lofty ideals. Money and pleasure have formed around him a hard crust upon which mere words can make but little impression. However, it is interesting to note that one such individual has been awakened to the extent of "amusement," let us hope that this same person will have pluck honestly to examine himself in the light of the Bishop's remarks and may soon take a step higher. It will take time to reform.

The only outstanding feature about the second and third paragraphs of "Amused's" letter, beyond that they display bad taste, is that "Amused" is quite ignorant of facts. When he has devoted to some local cause a proportionate one-tenth of that which, in money and kind, the Lord Bishop has expended in spreading the Catholic Faith in the vast Diocese of Victoria, Hongkong, many of us will be glad to hear anything more he may have to say regarding the price of camels or goats (if he likes) in Abraham's day. Meanwhile, we should be much more interested were "Amused" to contribute an article to the *China Mail* entitled: "How SOME Fortunes have been amassed in Hongkong."

Enclosing my card,

I am, Sir,

Yours etc.,

C. M.

Hongkong, 30th March.

## TENNIS TOURNAMENT.

### HONGKONG C.C.

In this tournament, two matches were played yesterday. Mrs. McElerry and J. R. Wood were easily defeated by Mrs. Winslow and Redmond. Scores: 6-0, and 6-2. This put Mrs. Winslow and Redmond in the semi-finals, which they are expected to win.

In the open double contest between Messrs. A. A. Rumjahn and S. H. Ismail against Capt. Oliver and Davis, the first pair defeated the officers at scores of 6-1, 6-3, and 7-5, but lost one game at a score of 4-6. This match was closely contested, and the Indian players gave a magnificent display, which greatly interested the spectators. Rumjahn, if anything, was too active, and missed several good opportunities in his over-enthusiasm. Ismail played less hard but more accurately, and the pair gave an admirable performance. Capt. Davies held back his partner; Capt. Oliver, by weak service, but Capt. Oliver worked very hard to overcome this handicap. He was not successful in meeting the fast service of Rumjahn, however. Messrs. Rumjahn and Ismail will next play against Messrs. A. H. Rumjahn and Ng Sze Kwong.

## BEST MEDICINE MADE.

A better medicine can not be made than Chamberlain's Cough Remedy. It relieves the lungs, opens the secretions, aids expectoration, and assists Nature in restoring the system to a healthy condition. Besides, it contains no opiates and is perfectly safe to take. For sale by all Chemists and Storekeepers.

ever that Mr. Parker Ness, director of the Oriental Telephone Company, is here specially on this subject at the present time and we trust that the result of his investigations will be a distinct improvement.

There is not the slightest doubt that improvement is required as you have pointed out.

Mr. Smith: Thank you Sir.

The meeting then terminated.

## YACHTING.

### ROYAL HONGKONG YACHT CLUB.

In the race for the Commodore's and Vice-Commodore's Cups on Saturday, a brisk E.N.E. wind was blowing. The course covered was Lyemum-Beacon (p.), Mark boat on starting line (s.), K-woon Rock (s.), and Channel Rocks (s.), a total of 8.5 miles.

The Handicaps raced with the One Design, the winner taking the Commodore's cup and the first boat in the other class the Vice-Commodore's cup.

In the Handicap class "Dione" won and so gained the Commodore's cup. "Ailsa," a One-Design, was 2nd and took the Vice-Commodore's cup.

In the Heyward-Héys and Gael class, "The Gael" was first, winning the Commodore's cup; whilst "Ursula" being 2nd, took the Vice-Commodore's cup.

The presented cups of the championship winners were sailed for in the same race and were won as follows:—

"Dorothea," cup for Handicap class, won by "Dione."

"Ailsa," cup for One Designs, won by "Daphne."

"Ursula," cup for Heyward-Héys, won by "Sirius."

"Joan," cup for Gael class, won by "Gael."

The race for the Commodore's and Vice-Commodore's cups in the Cruiser classes was sailed off on Sunday, 21st inst., in a variable wind over the following course:—Tathong Rock (p.), Lyemum-Beacon (p.), Channel Rocks (p.), starting from Murray Pier and finishing at the Yacht Club, =12.9 miles.

In the English rig, "Norseman" won the Commodore's cup, and "Azuma" secured the Vice-Commodore's cup. In the Chinese rig "Niobe" won the Commodore's cup and "Lady Jean" the Vice-Commodore's cup.

On Saturday next there will be a race for all those racing yachts which have sailed consistently throughout the season and have not won a prize, for the "Nil Desperandum" cup, kindly presented by Mr. D. K. Blair.

On Sunday a race for those cruisers which have raced consistently and have not won a prize will be sailed. Mr. D. K. Blair having presented this prize.

Of the racing yachts the following are eligible:—"Jessica," "Colleen," "Haleyon," "Lola," and "Thecla" whilst in the cruisers "Aileen," "Feathers," "Queen Bee," "Mist," "Helen," and "Dorothy II." are eligible.

The closing cruise will be held on Saturday, April 10.

## C.Y.C.

The following are the results of the closing cruise of the C.Y.C. sailed on Sunday:—

Cruiser Championship.—1, "Azuma" (sailed by Mr. P. M. Hodgson); 2, "Norseman" (sailed by Mr. E. M. Sleight).

Handicap and One-Design Class Championship.—1, "Kora" (sailed by Mr. A. U. Goucher); 2, "Daphne" (sailed by Mr. F. Smyth).

Heyward-Héys Class Championship.—1, "Ursula" (sailed by Mr. H. E. Scriven); 2, "Sirius" (sailed by Mr. H. S. Rouse).

Gael Class Championship.—1, "Joan" (sailed by Mr. P. M. Hodgson); 2, "Gael" (sailed by Mr. R. J. Dixon).

Warren Memorial Cup.—"Tointette" (sailed by Lieut. Colthurst).

Bellios Cup.—"Ursula" (sailed by Mr. H. S. Rouse).

Commodore's Cup.—"Ursula" (sailed by Mr. H. S. Rouse).

Vice-Commodore's Cup.—"Gael" (sailed by Mr. R. J. Dixon).

Cruiser Championship Winner's Cup.—"Helen" (sailed by Mr. W. Cornell).

Handicap and One-Design Championship Winner's Cup.—"Ailsa" (sailed by Mr. R. D. Cromartie).

Heyward-Héys Championship Winner's Cup.—"Dawn" (sailed by Mr. J. Finch).

Gael Championship Winner's Cup.—"Tointette" (sailed by Lieut. Colthurst).

Sweepstake Cup.—"Tointette" (sailed by Lieut. Colthurst).

Gael Class.—"Gael" (sailed by Mr. R. J. Dixon).

Heyward-Héys Class.—"Ursula" (sailed by Mr. H. S. Rouse).

Handicap and One-Design Class.—"Dione" (sailed by Capt. T. Arthur).

Norseman's Cup.—"Azuma" (sailed by Mr. P. M. Hodgson).

Boys' Race.—1, "Tointette"; 2, "Dione"; 3, "Ursula."

"WALLA-WALLAS" double-cross the harbour but never double-cross you. Phone No. 3516.

## BIG HAUL OF OPIUM ON "EMPERESS OF JAPAN."

MAIN FINED \$120,000.

What is considered one of the largest hauls of opium ever made in this Colony, was effected by Chief Preventive Officer "Jack" Wildin, and men of the Revenue Department, on board the s.s. "Empress of Japan" yesterday morning.

Acting on information received, Mr. Wildin and his folk boarded the Empress liner at 11.30 yesterday morning, just prior to her sailing for America, and searched the ship for contraband. They naturally started operations in the crew's quarters, but found nothing. Then, more with the intention of being systematic than on account of any very great suspicion, they decided to search the cabin of a European stewardess before leaving the ship. After a few minutes search in this cabin, one of the searchers came upon a suspicious looking parcel, which, when opened, was found to contain a large quantity of opium, which was undoubtedly destined to be smuggled into America. Enquiries were then made on board, and the stewardess gave information that a cabin boy was seen in her cabin, and had been chased out by her. He (the cabin boy) was in charge of several cabins on board the ship, but he had nothing to do with the stewardess's cabin, and had no business to go in there. The defendant was then interviewed, and admitted that the opium belonged to him. He also cleared the stewardess of all suspicion, accepting all responsibility on himself. There is no doubt that the stewardess is the unsuspecting victim of this smuggler, and was genuinely unaware of the presence of the drug in her cabin. Satisfied with the enquiries they made, the search party took the cabin boy into their custody and removed him and the drug to the Police station, where he was locked up for one night. The Empress liner was, of course, allowed to proceed on her voyage a couple of hours behind the scheduled time.

This morning, the cabin boy was brought before Mr. N. L. Smith and charged with the unlawful possession, on board the Empress liner, in the harbour of the Colony, of 1,050 taels of prepared non-Government opium, valued at \$12,000. He admitted the charge, but refused to say anything about himself.

Chief Preventive Officer Wildin who prosecuted, outlined the facts of the case in brief, and then asked his Worship to impose the maximum penalty on the defendant, which was a fine representing no less than ten times the value of the drug.

A fine of \$120,000, or, in default, six months' hard labour was imposed. The opium was confiscated.

Needless to say, the defendant elected to do the six months, and save the fortune, if he had it.

## SKETCH CLUB ENJOY PEAK PARTY.

The meeting of the Sketch Club at Mrs. Basil Taylour's yesterday afternoon was one of those socials that one remembers later with a keen sense of pleasure. There is nothing "banal" about parties arranged by Mrs. Basil Taylour, and this one was in the same line as the amateur theatricals of last February. There was an exhibition of Col. Loring's Sketching Club and other artists. The main subject was the study of a Chinese, junk, but there was also an open class for other subjects. We noticed particularly a fine pen-and-ink sketch with smooth lines, very carefully drawn; its author must have devoted to it lots of pleasant hours. Major Bowen and Col. Loring exhibited some of their own sketches. The prize for the season was won by Mrs. Basil Taylour.

Music was one of the pleasures of the afternoon. A Norwegian lady sang Spanish and Scandinavian songs and played on the guitar. Mrs. Bowen sang also very charmingly. Miss Stella Benson whistled two Italian tunes, accompanying herself on the guitar. She modestly told us that she was out of practice, but we enjoyed her whistling all the same.

There were about thirty people present. We can't name them all; we noticed among others Mrs. Lawrence Hunts, Mrs. Graham-Smith, Major and Mrs. Bowen and her two daughters, Mrs. and Miss Delacombe, Mrs. Wyndham, Mrs. Benton Byrd, Miss Currier, the Captain and several officers of H.M.S. "Cairo."

Miss Stella Benson had on a necklace composed of fifty Chinese beads; each of them was given to her in a farewell dinner party at San Francisco by a fervent admirer of her lifelike novels.

It was quite late in the afternoon when Mrs. Basil Taylour's guests broke up the very pleasant party.

## NOTICES.

## DAIRY FARM NEWS.

### FISH! FISH!

FINNAN HADDOCK . . . 60 cents per lb.  
FILLET HADDOCK . . . 65 " "  
KIPPERES . . . 45 " "  
SALT SIBERIAN SALMON . . . 20 " "

New Shipment just arrived.

We now have for sale

**COULOMMIER CHEESE  
DEVONSHIRE CREAM**

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

## PROTECT YOUR EYES

FROM SUN, DUST, GLARE AND WIND WILLSON GOGGLES ARE COMFORTABLE AND BECOMING.

For LADIES and GENTLEMEN

Z. 59. Nest Celluloid Rims. Oval shape glasses. \$1.00 pair.  
Z. 55. Celluloid Rims, Nickel Frame. A nice light goggles. \$1.00 pair.

Z. 21. Celluloid Rims Nickel ear loops. Suitable for Ladies. \$1.00 pair.  
K. 9. Celluloid Rims and Frame. A nice fitting glass. \$1.00 pair.

K. 1. Celluloid frame and leather side shields. Useful for Motorists. \$1.50 pair.  
K. 7. Light Celluloid frame and rims. Very suitable for ladies. \$1.00 pair.

Z. 1. Celluloid frame with leather side shields. Ideal for Motorists. \$1.50 pair.  
Z. 3. Celluloid frame and rims good shape glasses. Fit well. \$1.00 pair.

L. 50. A close fitting goggles with leather side shields. Tape centre. \$1.50 pair.  
489. Good nickel frame. Gauze side shields. A good serviceable glass. \$1.75 pair.

No one should be without a pair of the above. A Style to suit every one.

**WHITEAWAY, LAIDLAW & CO., LTD.**  
20, Des Vaux Road Central, Hongkong.

**Keep DRY IN WET Weather**

1920 New Line of WATERPROOFS

Just to Hand.

Style Comfort Durability

THE SINCERE Co., Ltd

**Big**

The elder brother of  
the WESTCLOX family  
who ALARM the world

**Ben**







## EARLIER TELEGRAMS.

(Reuter's Service to the China Mail.)

## COAL SITUATION AT HOME.

London, March 29.—The negotiations between the miners' executive and the Coal Controller in respect to the demand of the additional 3s. have been broken off.

Mr. Hodges stated that the position is extremely grave and serious. The Miners' Conference is deciding on the course of action to-morrow.

London, March 29.—The breaking off of the coal negotiations appears to be due to the rising temper of the miners, who, rightly or wrongly, have been very angry since the announcement of the reduction of the prices of bunker coal.

The miners accuse the Cabinet of inspiring the reduction with a view to defeating the miners' demand for a 3s. advance, as it is now declared that the advance, which will cost £24,000,000, would have to be added to the Home coal bill; hence it will be very unpopular throughout the country.

## TRANSPORT CONDITIONS IN BRITISH ISLES.

London, March 29.—Sir Eric Geddes, inaugurating the Institute of Transport, denied that chaos existed in the transport industries. The imports and exports of the Port of London exceeded those in 1913. The transport agencies, by meeting the task before them, were contributing towards the reconstruction of the country.

## A NIGHT AT THE PICTURES.

5 p.m. Afternoon tea at Wise-man's. Not so crowded as usual. Lost Trotsky again.

5.15 p.m. To the Coronet, to see "A World Aflame." American propaganda picture, dealing with Capital, Labour, and Bolshevism. Wonderful photography, with some clever effects. Poor service (democratic servants) in America well hit off. Strike committee (mostly aliens) indicates that unintelligent persons still construct these plots. Whatever our politics, we must concede that labour leaders are not theatrical fools like that. This strike in an American city is broken by an energetic Mayor with the help of troops. He is a wise guy, and realizes that a victory of brute force over brute force is only temporary. The thing that makes men men is unconquerable. Talks to the bosses and converts them to co-operation on profit sharing basis. All ends well. Problem of "loss sharing" not dealt with. Employee with family who does not save (or who is fleeced of his savings by tuppens and other market-riggers) cannot share losses in a bad year. Knotty problem, very. Picture well worth seeing. Dramatic.

7.30. Auto ride with John. John too garrulous.

8.30. Chinese dinner at the Toto Sing. Very good chow.

9.15. Hongkong Theatre to see "It May Be Your Daughter." Another propaganda picture, by some Purty League of America. Fine photography, but rotten acting in parts. Luscious pictures of goings in a maison tierce, calculated to have very immoral result of sending young men chop-chop to look-see real thing. House crowded with gleeful knuts, and others. Purty and prurience seem to be married, somehow.

11.45. Hongkong Hotel for the absolutely last one.

—Extracts from the Diary of a Hongkong Waster.

## ST. JOHN'S CATHEDRAL.

## FORTHCOMING ORATORIO.

The forthcoming performance of Oratorio in St. John's Cathedral on Friday next will be looked forward to with considerable interest, for not only is the programme one of exceptional interest, but the chorus is an exceptionally well balanced one and the list of soloists includes several singers of more than average merit. Mrs. Brown, Mrs. Brawn and Mr. Howard Freeborn have not, we believe, sung here before, and as all three have had considerable experience and training, their items will be listened to with attention. Mrs. Duncan who has not sung much since she did such excellent work in Mendelssohn's "Elijah" two years ago, is also singing as are also Mr. G. H. Piercy and A. H. Compton. These annual performances of Oratorio which were instituted by Mr. Denman Fuller some years ago, have always been popular and more often than not it has not been possible for many of those present to get seats particularly if they came late. This year although the seating of the Cathedral will be considerably added to, it will probably be more difficult than has yet been the case, as it is well known that there are now many more people in Hongkong than has been the case for some years. For the comfort of all concerned, it is hoped that those who wish to be present will come in good time as the Oratorio will commence at 9.15 p.m. exactly.

## DESOPENDENCY DUE TO CONSTIPATION.

WOMEN often become nervous and despondent. When this is due to constipation it is easily corrected by taking an occasional dose of Chamberlain's Tablets. These tablets are easy to take and pleasant in effect. For sale by all Chemists and Storekeepers.

## POST OFFICE.

## EASTER HOLIDAYS.

The General Post Office will be open on the 2nd, 3rd and 4th inst. from 8 a.m. to 9 a.m. only.

There will be one delivery of ordinary correspondence and one collection from the Pillar Boxes on each of these days also a delivery of Registered correspondence at 8 a.m.

The Money Order Office will be entirely closed during the Holidays.

Reading matter intended for the use of the troops proceeding home by the s.s. *Hyon* will, if sent to the G.P.O. be delivered on board the vessel.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 8 p.m. on the previous day.

## INWARD MAILS.

WEDNESDAY, March 31.

Shanghai—Per TEAN.

Bombay & Straits—TENSIN MARU.

THURSDAY, April 1.

Straits—Per GREGORY APOAB.

Japan—Per KATORI MARU.

FRIDAY, April 2.

Japan—Per MAKODA TE MARU.

SATURDAY, April 3.

Straits—Per CHUPRA.

Straits—Per DILWARA.

MONDAY, April 5.

Straits—Per MISHIMA MARU.

WEDNESDAY, April 7.

Straits—Per TOYOOKA MARU.

MONDAY, April 12.

Straits and Calcutta—Per YEBOSHI MARU.

WEDNESDAY, April 14.

Straits—Per SADO MARU.

FRIDAY, April 16.

Australia and Manila—Per AKI MARU.

## OUTWARD MAILS.

TUESDAY, March 30.

Fakhoi and Haiphong—Per MOHON.

Saigon—Per TATOUTSE.

Fort Bayard—Per CHUEN OX.

WEDNESDAY, March 31.

Straits, Bangkok and Calcutta—Per JAPAN, Noon.

Philippine Islands, Sandakan, Australia, Java, and Ceylon—Per THURSDAY, March 31.

Shanghai and North China—Per SIN-KIANG, 10 a.m.

Shanghai, and North China, Japan via Nagasaki, Honolulu, Canada, United States, Central and South America, and EUROPE via SAN FRANCISCO—Per SHINYU MARU, Registration 9.45 a.m. Letters 10.30 a.m.

Amoy—Per YAN WAI WAI, 9 p.m.

Haiphong—Per GLYMONT, 5 p.m.

Philippine Islands—Per MELVILLE DOLLAR, 5 p.m.

FRIDAY, April 2.

Haiphong—Per KAIFONG, 9 a.m.

Swatow, Amoy and Foochow—Per MORIALTA, 8 a.m.

SATURDAY, April 3.

Philippine Islands—Per LOONGSANG, 9 a.m.

Shanghai and North China—Per TEAN, 9 a.m.

\*Shanghai, and North China—Per DILWARA, 9 a.m.

SUNDAY, April 4.

Swatow, Amoy and Foochow via Keelung—Per KAIGOMARU, 9 a.m.

TUESDAY, April 6.

\*Swatow and Bangkok—Per CHUSAN, 9 a.m.

Swatow, Amoy and Foochow—Per BAH-HONG, Noon.

Amoy, Shanghai and North China—Per SHANTUNG, 3 p.m.

FRIDAY, April 2.

Shanghai, North China, Japan via Nagasaki, Canada, United States, Central and South America, and EUROPE via VICTORIA B.C.—Per ARABIA MAU, Registration 9.45 a.m. Letters 10.30 a.m.

Philippine Islands—Per YUENSANG, 2 p.m.

TUESDAY, April 13.

Philippine Islands—Per TAMING, 3 p.m.

MOVEMENTS OF STEAMERS.

The N.Y.K. s.s. *Tenshin Maru* (Bombay Line) left Singapore for this port on the 24th March and is expected here on the 31st March.

The N.Y.K. s.s. *Katori Maru* (American Line) left Shanghai for this port on the 24th March and is expected here on the 31st April.

The P. & O. s.s. *Gregory Apsar* left Singapore for this port on the 27th instant and is due here on the 1st prox.

The N.Y.E. s.s. *Hakodate Maru* (Calcutta Line) left Kobe for this port via Moji on the 28th March and is expected here on the 2nd April.

The P. & O. s.s. *Dilwara* left Singapore for this port on the 28th instant and is due here on the 3rd prox. at about 2 p.m.

The P. & O. s.s. *Chitra* left Singapore for this port on the instant at 8 p.m. and is due here on the 3rd prox. at about 8 a.m.

The N.Y.E. s.s. *Kaga Maru* (European Line) left Kobe for this port via Moji and Shanghai on the 28th March and is expected here on the 3rd April.

The N.Y.E. s.s. *Mishima Maru* (European Line) left London for this port via Suez on the 28th Feb. and is expected here on the 1st April.

The N.Y.K. s.s. *Tokyo Maru* (European Line) left London for this port via Suez on the 28th Feb. and is expected here on the 1st April.

The N.Y.K. s.s. *Yokohama Maru* (Calcutta Line) left Calcutta for this port via Hongkong and Singapore on the 2nd inst. and is expected here on the 1st April.

The N.Y.L. s.s. *Sado Maru* (European Line) left London for this port via Suez on the 1st inst. and is expected here on the 14th April.

The N.Y.L. s.s. *Yokohama Maru* (Australian Line) left Sydney for Hongkong via ports on the 28th March and is expected here on the 1st April.

## NOTICES.

**Arnhold Brothers & Co., Ltd.**

Import Shipping  
Export Engineering

HEAD OFFICE—SHANGHAI.  
BRANCHES—HANKOW, TIENTSIN, PEKING, CHUNGKING, CHENGKANG, HONGKONG AND CANTON.  
AGENCIES—LONDON AND NEW YORK.

**MOTOR BOATS. THE REPUBLIC MOTOR BOAT FOR HIRE.**

Head Office: Praya East. Station at Blaka Pier.  
Tel. 357. Tel. 1357.

Passengers conveyed to and from steamers or across the harbour. Our reliable craft are eminently suited for PICNIC PARTIES, roving but economical.

**KOWLOONITES.**

Forget the last Ferry. We take you to Tsim Sha Tsui for \$1.00—specially reduced fare.

General Terms: \$9.00 per hour or part thereof, or \$1.00 per trip not exceeding 15 minutes.

Our runners will meet you on the WESTERN SIDE of Blaka Pier. For long trips and hire by the day apply to the Superintendent there.

MOK LIN, Managing Director.

**GREEN ISLAND CEMENT CO., LD.**

**PORTLAND CEMENT.**

In Casks of 375 lbs. net.  
In Bags of 250 lbs. net.

**SHEWAN, TOMES & CO.**

GENERAL MANAGERS

**EMBLEM MOTOR CYCLES**

A LIGHTWEIGHT OF GRACE AND QUALITY  
AS GOOD AS IT LOOKS.

SOLD COMPLETE WITH ACCESSORIES.

Manufacturers' Representative

**UNION ENGINEERING CO., LTD.**

OFFICES and SHOWROOM: 13, Chater Road.

**FLOUR FREIGHTS.**

There have been no appreciable changes in trans-Pacific freight rates on flour in the last few weeks. Steamship lines are offering space for June at \$10 to \$12 a ton for Oriental common points, but advices from the coast of the United States indicate another allocation of vessels from the Atlantic to the Pacific service in the near future. With a small amount of additional shipping tonnage it is declared a brisk movement of flour from Puget Sound to the Orient would start. When the ships are available then actual negotiations for space will be opened.

Freight rates are considered a trifle high at present from the Oriental buying viewpoint. Silver exchange in Oriental ports has overcome a large part of the discrepancies in prices, "free on board," Puget Sound, but the balance is not entirely even.

A sharp improvement in conditions for shipping American flour to the Orient this season as compared with last year are indicated in the figures of wheat exports from Puget Sound. Total exports of flour from Puget Sound in the period from June 30 to January 1, 1919 were 2,320,429 barrels, as compared with 2,195,658 barrels in the previous season.

Puget Sound millers declare the wheat supply in this country is not nearly as large as the United States Grain Corporation has estimated it. The corporation gives the merchantable 1919 crop at 917,000,000 bushels. Millers assert that exports will have reduced this amount by 225,000,000 bushels and consumption for domestic food purposes by 577,500,000 bushels more; that reserves for seed will be 85,000,000 bushels; and for feed 75,000 bushels.

In addition the estimate of the holdings on the bushel unit system is pronounced erroneous, as between 8 and 10 percent of the crop was light weight requiring that much more to produce a barrel of flour. Wheat that normally weighs standard has been found so light that it is not regarded as safe to measure it on the higher averages.

**FILIPINO INDEPENDENCE.**

The Philippines are determined to have their independence, according to Maxime M. Kalaw, secretary of a mission to the United States, who was in Seattle recently on his way home to the Philippines. Within a year another mission composed of members of the legislature, labour advocates and prominent business men will be sent to America to press the claims for independence, is the assertion of Mr. Kalaw.

"We feel the time has come for the United States to redeem its pledges," said the secretary. "It is stronger than that. It is an obligation which all parties now recognize. We are not a commission of politicians, nor of special interests, but a duly constituted body named by the Philippine legislature. About forty composed the last mission and as many more will be members of the mission to be sent out within a year.

"The Philippine nation is asking independence in any form the States are willing to give it to us. We have proposed that America might grant our request under one of the four following plans:

1. Independence for the Philippines under the league of nations.
2. Independence, absolute and complete.
3. Independence under a treaty of neutrality between the United States and Japan and other powers, establishing us as a neutral nation somewhat after the pattern of Holland.
4. Independence under a protectorate from the United States, to endure for a term of years, or until the United States is willing to give us absolute independence.

"Our feelings toward the United States are filial, loyal and reverent. We have no grievance against the American government except the natural desire of our people to be free. There has been no disorder in the islands for six years. We subscribed double our quota for every American bond issue. Confidence in our friendliness has been shown us in that the United States has withdrawn every white soldier from the islands.

## ENTERTAINMENT.

**THEATRE ROYAL**  
HONGKONG.

TO-NIGHT at 9.15,

**LAST NIGHT HERE OF**

**MARIE TEMPEST**

In association with  
**GRAHAM BROWNE.**

and World-Tour Company in

Henry Arthur Jones' Famous Comedy

**MARY GOES FIRST**

Places at MOUTRIE'S.

Management:—WILFRED COTTON.

**BRITISH AND AMERICAN**

**MOTOR INTERESTS**

**UNITE.**

TO BUILD ALL-BRITISH

**AUTOMOBILE.**

The rumour which startled motor circles in Great Britain several weeks ago is definitely confirmed.

John N. Willys, the motor-car salesman who turned £70 into £16,000,000 in nine years, to-day President of the Willys-Overland Company of Toledo, Ohio, U.S.A., and many subsidiary companies, is now President of a new British-American Motor-car Company which will manufacture all-British Overland Cars at Heaton Chapel, Manchester.

Willys Overland Crossley Limited, a company representing an association of two leading American and British motor-car interests—the Willys-Overland Company of Toledo, Ohio, U.S.A., and the executives of Crossley Motors, Limited, of Gorton, Manchester—will make the latest Overland Four Model from start to finish, using British labour and materials as far as possible.

Thus for the first time in motor-car history American interests have come across the sea to combine American capital and brains with British, in a company of which the majority of shareholders are British, and which is solidly supporting British industry. The new company has adopted the most successful American methods of mass production, a system of standardisation of parts whereby the greatest economy and efficiency are attained at a minimum cost.

At the outset, the Willys-Overland Company of America will supply parts necessary for immediate requirements in assembling cars. It is expected, however, that the new Overland factory at Heaton Chapel will be actually manufacturing all the parts for Overland cars within the next year. This factory, which was completed in 1918, and was used for the manufacture of D.H. 9 Bombers, occupies an area of more than thirteen acres, and is planned on modern lines. The heating, ventilation, and lighting systems are as near perfection as possible. It is, in fact, one of the most up-to-date industrial plants, well adapted for all labour-saving devices, and eminently suitable for quantity production under American methods.

The new company will supply first the requirements of the British market, and later, a large percentage of the export demand. It is expected that more than 7,000 cars, already on order, will be delivered in the British market during 1920.

The Willys-Overland Company of America is recognised as one of the most successful manufacturers of motor-cars in the world. It is the grown-up Overland Company, which John N. Willys, by his courage, ability, and personality, rescued from bankruptcy in 1907 and expanded so that to-day its total net assets amount to £22,375,000.

The story of how Mr. Willys induced an "hotel clerk" of Indianapolis to collect all the small change in his hotel, and so raised the £70 necessary to meet the factory pay roll and save the company, later raising £1,500 from his friends to keep the Overland factory in production, and having acquired the factory, set it on its present mammoth proportions, reads like the most fantastical Haroun-el-Raschid romance.

## ENTERTAINMENTS.

**THE CORONET**

TO-NIGHT, at 5.15 and 9.15 p.m.

**FRANK KEENAN**

IN  
**"THE WORLD AFLAME."**

At 7.15 p.m.  
**"THE CIRCUS KING"**

Episodes 13 and 14.

**VICTORIA THEATRE.**

TO-NIGHT! 5.15 p.m. TO-NIGHT!!

**THE BROS. GRAYDON**

IN  
**THEIR NEW SONGS.**

**"BOUND & GAGGED,"**

Episode 7: "A FATAL ERROR." Episode 8: "ARRESTED."

9.15 p.m.  
**THE MOSCOW TZIGANES**

ALSO  
**"BOUND & GAGGED,"**

Episode 7: "A FATAL ERROR." Episode 8: "ARRESTED."

**HONGKONG THEATRE.**

TO-NIGHT! TO-NIGHT!!

at 9.15 p.m.

The Moral Uplift Society of America  
Presents the Powerful Preachment

**"IT MAY BE YOUR DAUGHTER"**

at 5.15 p.m.

**WILLIAM FOX** presents  
The Royal Actress  
**BETTY NANSEN.**

IN  
**"A WOMAN'S TEMPTATION"**

at 7.15 p.m.

**KATHLEEN CLIFFORD**

IN  
**"WHO IS NUMBER ONE"**

Episodes Nos. 10, 11 & 12.

TEL. K307 or TEL. K3. 48, Haiphong Road, Kowloon.

**THE PALACE MOTOR CAR COMPANY,**

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STUDEBAKER, CADILLAC, BUICK, OVERLAND & HUDSON.

Best Cars for Hire and for Sale at reasonable Rates.

Expert Drivers. Moderate Price.

Apply to No. 14 Aston Street, or Telephone to No. 2338.

To-day the Willys-Overland plant at Toledo occupies 120 acres of floor space, and over 30,000 people are employed. It has railway tracks covering more than twelve and a-half miles, and the traffic department has handled as many as 1,000 large railway trucks loading and unloading in one day. The 1920 programme of the Willys-Overland Company is arranged for the production and marketing of more than 200,000 cars of the well-known Overland four model, the new light-weight car for which important economy and comfort features are claimed as a result of its special three-point spring suspension. This is an output of approximately 700 motor-cars a day. The total number of cars made since the company's inception exceeds 600,000.

Mr. John N. Willys is president of Willys Overland Crossley Ltd. The directors are: Sir Kenneth Crossley, Bart., chairman (chairman, Crossley Motors Ltd.); Mr. Edwin B. Jackson (vice-president, Willys Overland Company, Toledo, Ohio, U.S.A.); Mr. William M. Letts, C.B.E., (managing director, Crossley Motors Ltd.); Mr. Frank Wyman Libby, (chairman and managing director, Willys Overland Ltd., London).

"This association of British and American automobile interests," said Mr. Frank Wyman Libby in an interview, "marks a definite, practical step, we believe, towards the establishment of a real Anglo-American trade entente. The investment of American capital in a company which is largely British-owned and entirely British operated is tangible co-operation. It is an action which must needs be followed by others if America is to hold the goodwill of the world—and even on more selfish grounds, if America is to retain her large foreign trade. American investment in foreign securities is the desirable thing, the right thing, the profitable thing, that will help correct the present disturbed economic situation. We are confident that the Willys Overland Crossley Co. will effectively bring closer England and America."

Talking of the new company, Mr. William M. Letts, C.B.E., one of the pioneers of the British automobile industry, said: "I have just returned from a three months' visit to America, where I studied manufacturing conditions in the automobile trade. I am more convinced than ever that the future of the British motor industry lies in the adoption of American methods of standardisation and mass production. It is only by these means that an efficient, complete, and medium priced car can be produced, and the need of such a car is evident by the huge demand."

"The demand for popular-priced motor-cars in this country, both for private and commercial purposes, is unprecedented; practically every manufacturer has his output booked far ahead, and is unable to fill the demand. Yet, taking the long view, the competition of the imported American car is a factor that British manufacturers cannot afford to ignore, and I am convinced that mass production on the lines arranged in this new factory will, with the co-operation of proven successful American technique, produce results entirely satisfactory to the British nation."

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